THE CITY OF SAN DIEGO

Report to the Planning Commission

DATE ISSUED: AUGUST 7, 2025 REPORT NO. PC-25-030

HEARING DATE: AUGUST 14, 2025

SUBJECT: APPEAL OF 627 GENTER STREET, PROCESS THREE DECISION

PROJECT NUMBER: PRJ-1055455

OWNER/APPLICANT: THE FIRST BAPTIST CHURCH OF LA JOLLA, A CALIFORNIA CORPORATION/ MARK LYON.

SUMMARY

Issue: SHOULD THE PLANNING COMMISSION GRANT OR DENY THE APPEAL FILED ON JUNE 3, 2025, BY BETH MAHN AND SCOTT MILLER (APPELANTS) OF THE HEARING OFFICER APPROVAL OF 4,610 SQUARE FEET OF RENOVATIONS AND ADDITIONS TO THE EXISTING EDUCATION BUILDING AT 627 GENTER STREET (PROJECT) WITHIN THE LA JOLLA COMMUNITY PLAN AREA?

Proposed Actions:

1. Deny the appeal and affirm the Hearing Officer decision to approve Conditional Use Permit No. 3241543, and Coastal Development Permit No. 3310239 with modifications.

Fiscal Considerations: All costs associated with the processing of the application are recovered through a fee paid for by the applicant.

Housing Impact Statement: The project scope does not include housing.

Community Planning Group Recommendation: On March 7, 2024, the La Jolla Community Planning Association voted 12-2-1 in favor of recommending the project without conditions.

Environmental Impact: This project was determined to be categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15301 (Existing Facilities).

The environmental determination of categorical exemption for the project was made on September 5, 2024, and the determination was appealed to the City Council, which heard the appeal on March 18, 2025. The City Council denied the appeal, pursuant to Resolution No. R-2025-460. Per San Diego Municipal Code (SDMC), section 112.0520(e)(1), the City Council denial of the appeal approves the environmental determination, and the decision is final.

BACKGROUND

The project site is located at 627 Genter Street (Assessor's Parcel Number 351-11-213), in the Residential Multiple Unit (RM-1-1) Zone, Coastal Height Limit Overlay Zone, Coastal Overlay (non-appealable) Zone, Parking Impact (Coastal Impact) Overlay Zone, Transit Area Overlay Zone, and Transit Priority Area of the La Jolla Community Plan (Community Plan) and Local Coastal Program Land Use Plan area.

The project site is within a developed residential neighborhood on the southwest corner of Genter Street and Draper Avenue. The site is approximately one-third of a mile east of the Pacific Ocean, and two miles west of the Interstate 5 freeway.

The project site contains three buildings (Figure 1) that comprise a religious assembly campus. The buildings include the Sanctuary Building, Fellowship Hall, and the Education Building. All three buildings are used for Assembly and Entertainment Uses, including Places of Religious Assembly, pursuant to SDMC, Section 131.0422, Table 131-04B.

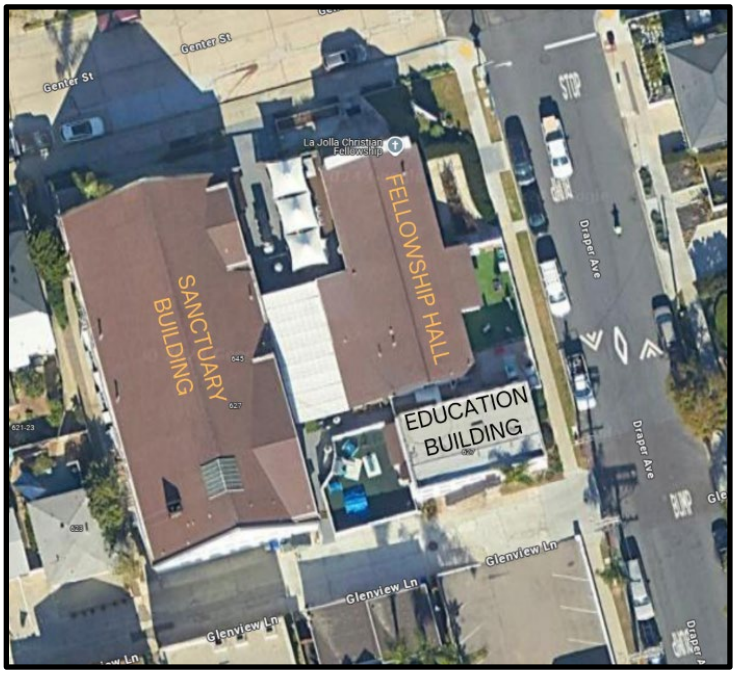


Figure 1

Religious campuses are common in residential neighborhoods throughout the La Jolla Community. Below are examples of religious facilities located in residential neighborhoods within the La Jolla Community Plan area:

- La Jolla United Methodist Church - 6063 La Jolla Blvd, La Jolla, CA 92037 (RM-2-5)
- Torrey Pines Church - 8320 La Jolla Scenic Dr N, La Jolla, CA 92037 (LJSPD-SF)
- New Life Presbyterian Church – 7111 La Jolla Blvd, La Jolla, CA 92037 (RM-1-1)
- La Jolla Lutheran Church - 7111 La Jolla Blvd, La Jolla, CA 92037 (RM-1-1)
- Mount Soledad Presbyterian Church - 6551 Soledad Mountain Rd, La Jolla, CA 92037 (RS-1-2)

- All Hallows Catholic Church - 6602 La Jolla Scenic S Dr, La Jolla, CA 92037 (RS-1-2)
- Congregational Church of La Jolla - 1216 Cave St, La Jolla, CA 92037 (RM-3-7)

The religious campus site was reviewed by Heritage Preservation Staff per SDMC Section 143.0212, which requires City staff to review all projects impacting a parcel that contains a structure 45 years old or older to determine whether a potentially significant historical resource exists on site prior to issuance of a permit. The religious campus was determined to be potentially historic, and the project scope, as approved, is consistent with the Secretary of the Interior Standards for the Treatment of Historic Properties and, therefore, exempt from the requirement to obtain a Site Development Permit.

DISCUSSION

Project Description:

The scope of the proposed project is for a total of 4,610 square feet of renovations and additions to the existing Education Building only. The renovations to the existing Education Building will total 2,340 square feet and include interior improvements for meeting rooms and restrooms. In addition, exterior renovations will replace the existing access stairs on the north and south façades. New additions to the Education Building will total 2,270 square feet and include a 592 square foot addition to the first floor, a 592 square foot addition to the second floor, a 584 square foot addition to create a new third floor, and a 502 square foot new occupied roof deck. The additional space will provide new meeting rooms, a recreational room, new restrooms, and an elevator. All the renovations and additions will correlate to the Assembly and Entertainment Use, including Places of Religious Assembly, pursuant to SDMC Section 141.0602.

Project Analysis:

Parking

The project is located in a Transit Priority Area. However, the Transit Priority Area (TPA) Parking Reform per City Council Ordinance, O-21401 has yet to be adopted in the Coastal Overlay Zone. Therefore, the minimum parking requirements would be required pursuant to SDMC Section 142.0530, Table 142-05G which were the previous SDMC parking regulations prior to the TPA Parking Reform.

Under the previous minimum parking requirements, the proposed 1,768 square foot (the 502 sq feet of roof deck is not applicable as it is excluded from the gross floor area) of expansion in the Assembly and Entertainment Use within a Transit Area or Transit Priority Area, would require a minimum of 15 (1,768 x 10/1,000 x 85% = 15.028 ~ 15) parking spaces.

Assembly Bill 2097

To address the 15-parking space requirement stated above, the applicant requested that the project be reviewed for qualification of section 65863.2.(a) of Assembly Bill No. 2097, Chapter 459 of the

Government Code, which became effective January 1, 2023. The bill's digest states:

- *This bill would prohibit a public agency from imposing any minimum automobile parking requirement on any residential, commercial, or other development project, as defined, that is located within 1/2 mile of public transit, as defined.*

Pursuant to Section 2, Section 65863.2(a) is amended to state:

- *A public agency shall not impose or enforce any minimum automobile parking requirement on a residential, commercial, or other development project if the project is located within one-half mile of public transit.*

Pursuant to Section 2, Section 65863.2(e)(5) is amended to state:

- *"Public transit" means a major transit stop as defined in Section 21155 of the Public Resources Code.*

Public Resources Code 21155(b)(3) states that:

- *For purposes of this chapter…. A major transit stop is as defined in Section 21064.3, except that, for purposes of this section, it also includes major transit stops that are included in the applicable regional transportation plan.*

Figure 2

Public Resources Code 21064.3 defines a Major Transit Stop as:

- *"Major transit stop" means a site containing any of the following:*

a)An existing rail or bus rapid transit station.

b)A ferry terminal served by either a bus or rail transit service.

c) The intersection of two or more major bus routes with a frequency of service interval of 20 minutes or less during the morning and afternoon peak commute periods.

(Amended by Stats. 2024, Ch.275, Sec 2. (AB 2553) Effective January 1, 2025.)

Pursuant to Public Resources Code 21064.3(c), the intersection of Girard Avenue and Torrey Pines

Road is a planned major transit stop within one-half mile of the project location (Figure 2). Pursuant to Public Resources Code 21155(b)(3), a major transit stop, as defined, can be included in the applicable Regional Transportation Plan (RTP). The intersection of Girard Avenue and Torrey Pines Road is identified as a Major Transit Stop in the current 2021 San Diego Association of Governments (SANDAG) RTP, and is included in years 2025, 2035 and 2050 of the current 2021 SANDAG RTP.

Pursuant to Public Resources Code 21064.3(c), a Major Transit Stop exists if it is located at the intersection of two or more major bus routes with a frequency of service interval of 20 minutes or less during the morning and afternoon peak commute periods. The 2021 RTP lists the intersection of Girard Avenue and Torrey Pines Road as served by bus route 140 and bus route 30, with frequencies of 15 minutes or less, as identified in Appendix A, Attachment 1 of the 2021 RTP:

Transit Leap Frequency and Span of Service

Service	Route	Description	Existing Frequency (in minutes)		2025 Frequency (in minutes)		2035 Frequency (in minutes)		2050 Frequency (in minutes)		Existing Span of Service	2050 Span of Service
			Peak	Off-Peak	Peak	Off-Peak	Peak	Off-Peak	Peak	Off-Peak		
Express Bus	140	Balboa Station to La Jolla via I-5	--	--	15	30	10	15	10	15	--	4 a.m.-12 a.m.
Local Bus	30 (34)	Downtown-UTC/VA Medical Center	15	15	15	15	10	10	10	10	5 a.m.-12:30 a.m.	4 a.m.-12 a.m.

In addition, on April 9, 2024, staff confirmed with SANDAG via email correspondence that the intersection of Girard Avenue and Torrey Pines Road was a major transit stop included in the applicable RTP.

Therefore, pursuant to Public Resources Code 21064.3(c) the project meets the requirements of by being located within one-half mile of the intersection of two or more major bus routes with a frequency of service interval of 20 minutes or less during the morning and afternoon peak commute periods.

In addition to the qualifying requirements, AB 2097 also states, pursuant to section 65863.2(d) that, "....an event center shall provide parking, as required by local ordinance, for employees and other workers."

The SDMC is the local ordinance for the City of San Diego and regulates parking. The SDMC does not define or categorize Event Centers as stated in section 65863.2(d) of the Government Code.

The SDMC identifies specific uses, with requirements for each use, such as Convention Facilities, Fairgrounds, Sports Arenas, and Stadiums, which are regulated through section 131.0522, Table 131-05B. In the absence of a defined use, the city examines each project proposal on a case-by-case basis. For the current project, the applicable use category for the proposed development is Assembly and Entertainment Uses, Including Places of Religious Assembly. This use regulates places of Religious Assembly, which is appropriate for the religious campus. The SDMC does not require parking specifically for employees within a Religious Assembly use. Therefore, the local ordinance does not preclude the use of AB 2097 for the proposed project and the requirement to provide parking for employees and other works does not apply.

Finally, under Section 65863.2(b), the City may only impose or enforce minimum automobile parking requirements on a project that is located within one-half mile of public transit if the public agency makes written findings, within 30 days of the receipt of a completed application, that not imposing or enforcing minimum automobile parking requirements on the development would have a substantially negative impact, supported by a preponderance of the evidence in the record, on any of the following:

(1) The City's ability to meet its share of the regional housing need in accordance with Section 65584 for low and very low-income households.
(2) The City's ability to meet any special housing needs for the elderly or persons with disabilities identified in the analysis required pursuant to paragraph (7) of subdivision (a) of Section 65583.
(3) Existing residential or commercial parking within one-half mile of the housing development project.

A review of the project scope deemed the written findings to impose minimum parking requirements superfluous due to the following:

(1) The project will not have a substantial negative impact on 65863.2(b)(1) because the proposed project does not include a housing component. The project will not remove any existing housing and will have no impact on the City's ability to meet regional housing needs.

(2) The project will not have a substantial negative impact on 65863.2(b)(2) because the proposed project does not include a housing component. The project will not remove any existing housing and will have no impact on the City's ability to meet housing needs for the elderly or persons with disabilities.

(3) The project will not have a substantial negative impact on 65863.2(b)(3) because the project does not include a housing component, so the language of 65863.2 (b)(3) is not applicable. However, the religious campus, as noted, is comprised of three buildings totaling 13,172 total square feet, with an existing occupant load of 998 persons. These conditions are previously conforming, and not subject to the proposed project review. The project under review proposes an expansion of 2,270 square feet that would accommodate 88 occupants. In the absence of AB2097, SDMC Section 142.0530, Table 142-05G would have required the proposed 1,768 square foot (2,270 sq. ft. – 502 sq. ft., as the 502 sq feet of roof deck is excluded from the gross floor area) of expansion in the assembly and entertainment use within a Transit Area or Transit Priority Area, to have a minimum of 15 (1,768 x 10/1,000 x 85% = 15.028 ~ 15) parking spaces. Accordingly, 15 parking spaces is the delta the potential impact should be analyzed against, which in correlation to the built out urbanized area of La Jolla (see Figure 2), should be considered less than significant.

Due to these reasons, there was not a preponderance of evidence in the record that the project would have a substantially negative impact requiring written findings pursuant to Section

65863.2(b). As such, the project location satisfies the requirements of AB 2097, and no parking is required, preempting the applicable SDMC regulations.

Required Permits:

The project site consists of three buildings: the Sanctuary Building, Fellowship Hall, and the Education Building, which comprise the religious campus. The religious campus predates current zoning, and it is therefore a preconforming use. However, the proposed scope requires the following permits for the current Discretionary application:

- A ***Coastal Development Permit (CDP)*** is required pursuant to SDMC Section 126.0702(a):

SDMC Section 126.0704 states that coastal development is exempt from the requirement to obtain a Coastal Development Permit if:

(3) Improvements that result in an intensification of use. For purposes of Section 126.0704, intensification of use means a change in the use of a lot or premises which, based upon the provisions of the applicable zone, requires more off-street parking than the most recent legal use on the property.

Although the project is exempt from parking requirements under AB 2097, the underlying base zone of SDMC Section 142.0530, Table 142-05G, requires parking. AB 2097 supersedes the city's ability to enforce the parking requirement but does not eliminate the requirement. As such, the project may proceed without parking, pursuant to AB 2097, but requires a CDP pursuant to the SDMC.

- A ***Conditional Use Permit (CUP)*** is required pursuant to SDMC Section 141.0602(b)(1): SDMC Section 131.0422, Table 131-04B of the RM-1-1 zone categorizes Assembly and Entertainment Including Places of Religious Assembly use as a limited use:

Table 131-04B
Use Regulations Table for Residential Zones

Use Categories/ Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone Designator	**Zones**											
	1st & 2nd >>	RM-											
	3rd >>	1-			2-			3-			4-		5-
	4th >>	1	2	3	4	5	6	7	8	9	10	11	12
Assembly and Entertainment Uses, Including Places of Religious Assembly		L			L			L			L		L

L	Use is permitted with limitations, which may include location limitations or the requirement for a use or *development permit*. Regulations are located in Chapter 14, Article 1 (Separately Regulated Use Regulations).

SDMC Section 141.0602 requires a Conditional Use Permit under the Limited Use Regulations pursuant to Section 141.0602(b)(3):

(3) Deviations from Section 141.0602(b) may be permitted with a Conditional Use Permit decided in accordance with Process Three.

The project is deviating from the Limited Use Regulations pursuant to Section 141.0602(b)(1):

(1) The facility shall be designed to accommodate a maximum of 300 people.

Although the project scope only applies to the Education Building, which will accommodate less than 300 people, the use regulation applies to the religious campus as a whole, which exceeds the 300 people allowed without a deviation. The campus as a whole has an occupant load of 998 people, as illustrated in Exhibit A (Attachment 11). A deviation to the allowed occupancy load is allowed through the CUP process. Religious assembly use, pursuant to SDMC, section 141.0602 is common to all three of the buildings that comprise the religious campus. Because the religious campus was previously conforming; it was not held to the current use regulations. To bring the religious campus current to the use regulation, a CUP is required to meet the deviation requirement of the limited use.

Process Level:

The project requires the following permits and process levels, which will be consolidated for processing and decided under the highest process level, per SDMC Section 112.0103.

- (Process 3) Conditional Use Permit per SDMC Section 141.0602(b)(3) for a deviation to Assembly and Entertainment Uses, Including Places of Religious Assembly; and
- (Process 2) Coastal Development Permit per SDMC Section 126.0708(a) required for development within the Coastal Overlay Zone.

PROJECT APPEAL

On June 3, 2025, an appeal of the Hearing Officer decision was filed by Beth Manh and Scott Miller on the grounds of Factual Error, Findings Not Supported, and New Information (Attachment 12).

Pursuant to SDMC Section 112.0506(c), an appeal of a Process Three decision may only be granted with evidence supporting one of the following findings:

1. Factual Error: The statements or evidence relied upon by the decision maker when approving, conditionally approving, or denying a permit, map, or other matter were inaccurate; or

2. New Information: New information is available to the applicant or the interested person that

was not available through that person's reasonable efforts or due diligence at the time of the decision; or

3. Findings Not Supported: The decision maker's stated findings to approve, conditionally approve, or deny the permit, map, or other matter are not supported by the information provided to the decision maker; or

4. Conflicts: The decision to approve, conditionally approve, or deny the permit, map, or other matter is in conflict with a land use plan, a City Council policy, or the Municipal Code.

The Planning Commission can only deny the appeal and uphold approval of the project if none of the above-mentioned findings are supported by sufficient evidence or grant the appeal and deny approval of the project if the Planning Commission finds that one of the above-referenced findings is supported by sufficient evidence.

Appeal Issues and Staff Responses

Appeal Issue 1 – Rooftop Deck (Factual Error):

A. This is the only commercial rooftop deck/venue on a church in San Diego. City Code 131.0420(c) states "all uses or activities permitted in the residential zones shall be conducted entirely within an enclosed building unless the use or activity is traditionally conducted outdoors."

   Staff Response:

A. This is the only commercial rooftop deck/venue on a church in San Diego. City Code states "all uses or activities permitted in the residential zones shall be conducted entirely within an enclosed building unless the use or activity is traditionally conducted outdoors."

   SDMC Section 131.0422, Table 131-04B of the RM-1-1 zone categorizes Assembly and Entertainment Including Places of Religious Assembly use as limited. Limited uses in the residential zone are regulated through Chapter 14, Article 1 of the SDMC, as noted in Table 131-04B. Assembly and Entertainment Including Places of Religious Assembly is an allowed use in the residential zone, and there is no regulation in the limited use that would preclude a rooftop deck. In addition, there are no regulations in the SDMC that prohibit religious assembly uses from conducting outdoor activities. The SDMC provides regulations for rooftop decks, including setbacks, to which the proposed development is in compliance.

   Contrary to the appeal statement, there is precedent for rooftop decks on churches in the City of San Diego:

   - First Presbyterian Church of San Diego - 320 Date St, San Diego, CA 92101 (CC-3-4)
   - Stella Maris Academy – The Parochial School for Mary, Star of the Sea Catholic Church - 7654 Herschel Avenue La Jolla, CA 92037 (LJPD-2)

- Church of Scientology of San Diego - 1330 Fourth Ave, San Diego, CA 92101(CCPD-CORE)

In addition, the applicant has identified several traditional activities that are conducted outdoors:

- Weekly worship and prayer gatherings
- Small group teaching and discussion
- Outdoor communion
- Fellowship meals.

Finally, the City of San Diego regulates roof deck use through Noise Ordinances and Code Enforcement. The City of San Diego Municipal Code, Section 142.0720, states, "Loud, unnecessary, or unusual noises that violate the Noise Ordinance of the Municipal Code Chapter 5, Article 9.5, shall not be permitted to emanate beyond the boundaries of the premises upon which a permitted use is located." Any violation of the regulation is subject to code enforcement regulations pursuant to Chapter 12, Article 1, Division 3 of the Land Development Code. An environmental analysis of the project's noise impact found the project would not result in a significant impact related to the exposure of people to future noise levels that exceed standards in the Noise Element of the General Plan and that Noise impacts of the project would be less than significant. The proposed development would be subject to the regulations for any violation of the Noise Ordinance or standards of the General Plan, consistent with any other residential or commercial use. For these reasons, the project is not in violation of SDMC section 131.0420(c).

Appeal Issue 2 - AB2097 Is Misapplied (Factual Error):

Appellant States:

The City erroneously and unlawfully applied Assembly Bill 2097 to this project. AB2097 should NOT be applied to the project proposed at 627 Genter Street. This project is inapplicable to AB2097 as it does not satisfy the requirements proscribed by the law and the City's application of this assembly bill to this project is an incorrect application of the law.

The appellant cites the following reasons why AB2097 should not be applicable:

A. No Major Transit Stop -this project's reliance upon the stated Major Transit Stop in HO-25-022 is incorrect.

B. Time Barred-HO-25-022 incorrectly states AB2097's effective date; this project predates the law's applicability.

C. Improper Purpose-this project is seeking to take the benefit of a pro-housing bill for a NON-housing project.

D. Event Centers are Excluded from AB2097- HO-25-022 incorrectly dismisses parking requirements for event center employees and this project more generally.

Staff Response:

A. No Major Transit Stop -this project's reliance upon the stated Major Transit Stop in HO-25-022 is incorrect.

As noted in the Staff Report (pg. 4) parking requirements pursuant to SDMC Section 142.0530, Table 142-05G were waived as a consequence of the project meeting the criteria of section 65863.2.(a) of Assembly Bill No. 2097, Chapter 459 of the Government Code, which prohibits a public agency from imposing any minimum automobile parking requirement on any residential, commercial, or other development project, as defined, that is located within 1/2 mile of public transit, as defined. Public Resources Code 21155(b)(3) states that: A major transit stop is as defined in Section 21064.3, except that, for purposes of this section, it also includes major transit stops that are included in the applicable RTP. As stated on pages 5 and 6 of this report, the project qualified for the parking relief of AB2097 due to the following criteria:

- Project site is within ½ mile of a Major Transit Stop
- The Major Transit Stop is identified in the applicable RTP as having two intersecting bus routes (bus route 140 and bus route 30) with interval frequencies of 20 minutes or less.

City staff have confirmed with SANDAG that the location of Girard Avenue and Torrey Pines Road is identified as a Major Transit Stop, as stated on page 6 of the Staff Report.

The evidence the appellant provides for Appeal Issue (2)(A) references transit lines that have served the proposed Major Transit Stop at Girard Avenue and Torrey Pines Road in the past, are currently serving it, or future lines stated as being disqualified due to "collinear line families". The City of San Diego Development Services Department does not regulate nor identify Major Transit Stops as it pertains to the Regional Transportation Plan. SANDAG is the author of that plan. As noted on pages 5 and 6 of this report, the intersection of Girard Avenue and Torrey Pines Road is identified in the Regional Plan as a Major Transit Stop.

The appellant references The California Department of Housing and Community Development (CDHCD) Technical Advisory (Appeal Issue 3) (Attachment 9 & 10) that was issued in response to the implementation of AB2097. The Technical Advisory confirms the criteria City staff applied to the review and subsequent confirmation of the project parking requirements. The following questions and responses are taken directly from the Technical Advisory and numbered as identified:

- **(9) How is the "within one-half mile" distance measured for AB 2097?**

  The distance to a major transit stop is measured in a straight line from the nearest

edge of the parcel containing the proposed project to any point on the parcel or parcels that make up the property upon which a major transit stop is located. See HCD Technical Assistance Letter to the City of San Clemente, dated November 17, 2023. Note: other statutes may measure distance from transit differently from AB 2097.

- **(13) What if a location is a "major transit stop" in the current RTP, but does not meet any criteria in Public Resources Code section 21064.3 as a "major transit stop"?**

  A major transit stop that is included in the applicable RTP qualifies nearby sites for the purposes of AB 2097. The statute does not distinguish between existing and planned major transit stops, nor future changes or improvements.

- **(November 17, 2023, Advisory Letter) (Attachment 10) Can a planned "major transit stop," as identified in an RTP, serve to qualify a site for a parking exemption pursuant to AB 2097, despite the fact that bus service frequency interval cannot yet be observed and therefore verified?**

  The answer is "yes," for the following reasons. First, Public Resources Code section 21155, subdivision (b), does not condition the eligibility of planned major transit stops on their current existence. The statute only specifies that the stops be "included" in the applicable region's RTP (in this case, SANDAG's). It is presumed that planning documents will anticipate future infrastructure and conditions that do not yet exist.

  Second, it is reasonable to assume that by referencing Public Resources Code section 21155, subdivision (b), the Legislature intended for the law to include both current and planned major transit stops. Had the Legislature intended for the parking exemption to apply only to major transit stops that currently exist, it could have defined applicability using only Public Resources Code section 21064.3.

- **(14) What if the current RTP identifies a major transit stop that no longer meets any criteria in Public Resources Code section 21064.3?**

  The RTP remains in effect and binding for AB 2097 eligibility during its applicable time period.

The Technical Advisory prepared by the CDHCD confirms the criteria used by staff in qualifying the proposed project for AB2097, and the project meets the criteria as presented. As such, the stated Major Transit Stop in HO-25-022 is correct, and the appeal issue is unsubstantiated.

B. Time Barred-HO-25-022 incorrectly states AB2097's effective date; this project predates the law's applicability.

This staff report has the correct effective date. The proposed project was deemed complete on April 27, 2022. Assembly Bill 2097 went into effect on January 1, 2023. City staff allowed the project to incorporate AB 2097 into the review as it is a common procedural practice of the Development Services Department (DSD), with numerous precedents.

DSD does not time-bar projects undergoing discretionary permit review. It is a common practice for projects to change scope within a review. It is a common practice for a project to adopt new regulations within the course of a discretionary review. Examples of potential updates to regulations that have been applied to a project during the course of review include:

- Climate Action Plan regulations
- Community Plan Zoning
- Municipal Code Zoning
- Density Bonus Programs

The DSD practice is to allow a project to choose between the updated regulation or the regulation in place at the time a project was deemed complete. Once the regulation is applied, the project is reviewed pursuant to the requirements of that regulation. The applicant is not allowed to piecemeal different regulations in a discretionary review. The regulation that is chosen is applied to the review, and the decision maker applies the requirements of that regulation into the approval process.

In reviewing AB2097, there were no pipeline provisions prohibiting a project submitted before the effective date of the law. The legislative intent is clear as demonstrated in the digest cited above, the purpose of the bill is to eliminate parking requirements for qualifying projects like this one. As such, DSD applied the procedural practices that are commonly used for discretionary reviews in the City of San Diego.

With no provisions in AB2097 prohibiting it from being applied to a project that pre-dates it, and DSD practices allowing for projects to apply updated regulations to projects already in review, the bill is not time-barred, and the appeal issue is unsubstantiated.

C. *Improper Purpose-this project is seeking to take the benefit of a pro-housing bill for a NON-housing project.*

AB2097 is very clear in the applicability of the regulation as it pertains to use. Section 65863.2.(a) of Assembly Bill No. 2097, Chapter 459 of the Government Code, explicitly states that it prohibits a public agency from imposing any minimum automobile parking requirement on any residential, commercial, or other development project, as defined, that is located within 1/2 mile of public transit, as defined. This is confirmed in the CDHCD Technical Advisory via the following response:

- **(3) Does AB 2097 apply to commercial or other non-residential development?**

Yes. AB 2097's prohibition on minimum parking requirements also extends to commercial, industrial, and other non-residential land uses.

AB2097 includes commercial and other non-residential projects, and the bill is not being applied improperly.

In addition, the appeal includes in this argument section the following statement: Furthermore, the California Government Code allows a city to impose or enforce minimum automobile parking requirements on a project that otherwise may fall under the AB 2907 ordinance when it is true that by not imposing or enforcing minimum automobile parking requirements on the development would have a substantially negative impact on existing residential or commercial parking.

As noted on pages 6 and 7 of this report, there is not a preponderance of evidence in the record that the project would have a substantially negative impact requiring written findings pursuant to Section 65863.2(b). As such, the appeal issue is unsubstantiated.

D. *Event Centers are Excluded from AB2097- HO-25-022 incorrectly dismisses parking requirements for event center employees and this project more generally.*

The appeal sites California Code, Government Code - GOV § 65863.2(d) which states:

- Notwithstanding subdivision (a), an event center shall provide parking, as required by local ordinance, for employees and other workers.

As stated in the Staff Report, the SDMC is the local ordinance for the City of San Diego and regulates parking. As discussed above, the SDMC does not define or categorize Event Centers. The applicable use category for the proposed development is Assembly and Entertainment Uses, Including Places of Religious Assembly. The SDMC does not require parking for employees or other workers within a Religious Assembly use. Therefore, the local ordinance does not preclude the use of AB 2097 for the proposed project.

The appeal notes that AB 2097 does not define Event Centers, much like the SDMC. As such, the appeal references the California Health and Safety Code section 40717.8 (a)(1) as evidence to why the proposed project qualifies as one.

- (1)"Event center" means a community center, activity center, auditorium, convention center, stadium, coliseum, arena, sports facility, racetrack, pavilion, amphitheater, theme park, amusement park, fairgrounds, or other building, collection of buildings, or facility which is used exclusively or primarily for the holding of sporting events, athletic contests, contests of skill, exhibitions, conventions, meetings, spectacles, concerts, or shows, or for providing public amusement or entertainment.

AB 2097 does not reference this state law reference and specifically cites to the local jurisdiction regulations for Event Space designation and parking requirements. The local

ordinance does not require employee or other worker parking for Event Centers or Places of Religious Assembly. Therefore, HO-25-022 did not incorrectly dismiss the parking requirements for event center employees and the appeal issue is unsubstantiated.

Appeal Issue 3 - The City based its determination that findings were supported on inaccurate information (Findings Not Supported):

Appellant States:

A. AB2097 applicability to this project findings cannot be supported.

B. Presentation on the City's flawed analysis leading to findings that cannot be supported.

C. HO-25-022 Report to the Hearing Officer failed to consider many issues and concerns and raised unanswered questions.

D. Improper RLUIPA threats by Applicant causing the City to be scared to impose proper rules.

E. Expansion of Use.

F. Other similar projects in San Diego were not afforded the same benefits.

Staff Responses:

A. AB2097 applicability to this project findings cannot be supported.

See Appeal Issue 2(A) response, herein incorporated by reference.

B. Presentation on the City's flawed analysis leading to findings that cannot be supported.

Appeal Issue 3(B) references the following assertions as to why the findings analysis cannot be supported. Staff response to each item is provided under the corresponding letter:

a) This is a religious campus, it must be viewed as an entire site, not just the one building expansion.
b) This is an expansion of use-a 3rd floor rooftop deck event space is a non-secular venue not religious assembly use.
c) Not consistent with the general plan land use noise-compatibility guidelines.
d) Relied upon inaccurate data provided by Applicant. The City did not perform any independent research to determine accuracy.
e) The existing condition needs to be cured before any type of expansion is allowed.

Staff Response:

a) Staff reviewed the project site as a whole. The existing project site constitutes the baseline for the review. The baseline is the existing condition. The existing condition is static and does not change regardless of the proposed project. The baseline is reviewed in correlation to the proposed development, which is known as the delta. The delta is compared against the baseline to determine the degree of potential impacts, changes of use, or other factors that could modify the existing condition. The CEQA review of potential project impacts, found the delta to be less than significant, and a determination of categorical exemption was made. The determination was appealed, and the City Council unanimously denied the appeal. The CEQA determination for the project is final.

   The delta was also reviewed for a change of use. The baseline was taken into consideration by Planning staff and the Assembly and Entertainment Including Places of Religious Assembly use was confirmed. The project proposes 4,610 square feet of renovations and additions to the existing Education Building. As detailed in Exhibit A (Attachment 11), the use of the proposed project will be consistent with the existing Religious Assembly use. The modified Permit Condition # 24 (see response to 3(C)(b) for reference) of Conditional Use Permit No. Pmt-3241543 states:

   This Conditional Use Permit shall be limited to related incidental activities for assembly uses associated with the church as indicated in Exhibit A.

   The Condition will ensure the Religious Assembly use is consistent throughout the overall project site and there will be no change in use from the existing baseline condition and the proposed delta. As the review of the project incorporated an analysis of the existing baseline, along with the proposed delta, Appeal Issue 3(B)(a) is unsubstantiated.

b) The rooftop deck was applied for in conjunction with the proposed additions to the existing Education Building. As detailed in Exhibit A (Attachment 11), the use of the proposed project will be consistent with the existing Religious Assembly use. The modified Permit Condition # 24 (see response to 3(C)(b) for reference) of Conditional Use Permit No. Pmt-3241543 states:

   This Conditional Use Permit shall be limited to related incidental activities for assembly uses associated with the church as indicated in Exhibit A.

   The Condition will ensure the Religious Assembly use is consistent throughout the overall project site and there will be no change from the existing baseline condition and the proposed delta. There is no expansion of use as stated in the appeal, so Appeal Issue 3(B)(b) is unsubstantiated.

c) The proposed project is for renovations and additions to the existing Education Building. All of the development is to provide space for Religious Assembly Use. The only

proposed development that will have the potential to violate the noise-compatibility guidelines of the general plan is the roof top deck. As stated in 3(B)(b) of this document, the roof top deck will be for Religious Assembly use. It will not be a large outdoor eating and drinking establishment as described in Exhibit E of the appeal.

The proposed roof deck was reviewed against the general plan land use noise-compatibility guidelines and was found to have no significant impact. The general plan noise element lists Assembly & Entertainment (including public and religious assembly) as conditionally compatible, with the condition stated that feasible noise mitigation techniques should be analyzed and incorporated to make the outdoor activities acceptable. As identified in Exhibit A (Attachment 11), the roof deck is surrounded by the 8-foot-tall building envelope on the north and west, with the east and south elevations enclosed with 54-inch-high laminated glass railings to mitigate noise levels. The roof deck area meets the SDMC regulations for setbacks and abuts Draper Street to the east and Glenview Lane to the south, adding addition noise mitigating buffers. This separation is consistent with the General Plan Noise Element policy to:

- *NE-A.1 Separate excessive noise-generating uses from residential and other noise-sensitive land uses with a sufficient spatial buffer of less sensitive uses.*

The SDMC regulates roof deck noise through Section 142.0720, which states, "Loud, unnecessary, or unusual noises that violate the Noise Ordinance of the Municipal Code Chapter 5, Article 9.5, shall not be permitted to emanate beyond the boundaries of the premises upon which a permitted use is located." Any violation of the regulation will be handled pursuant to Chapter 12, Article 1, Division 3 of the Land Development Code.

The proposed roof deck was analyzed within the thresholds of the general plan and includes mitigating measure to ensure compatibility. Noise levels will not be allowed to emanate beyond the boundaries of the premises pursuant to the ordinance regulations of the SDMC. As such, Appeal Issue 3(B)(c) is unsubstantiated.

d) The project review followed established regulatory guidelines under CEQA, the SDMC, and the San Diego General Plan. The appeal offers no details on specific data inaccuracies, nor does it provide any evidence that regulatory procedures were not followed. The appeal item is conclusory and should be considered unsubstantiated.

e) As stated in the response to Appeal Issue 3(B)(a), the project was reviewed in its entirety with the existing condition as the baseline and the proposed project as the delta. The existing baseline and the proposed delta will not result in a change of use. The proposed delta is reviewed in accordance with the current regulations and requirements of the Land Development Code. Conversely, the existing baseline is considered previously conforming and is regulated pursuant to Chapter 12, Article 7, Division 1 of the SDMC. Article 7, Division 1 states:

- *Because of changes in the City's zones and zoning regulations over the years, many*

structures that were built, or uses that were established, in compliance with the applicable regulations at the time of their development no longer comply with existing regulations. In order to clarify this status, and to avoid confusion with illegal premises and uses, the term "previously conforming" is used to describe these situations and has the same meaning as "nonconforming".

SDMC section 127.0102(c) states that:

- *Previously conforming premises and uses that comply with the provisions of this Division may continue to exist and operate unless termination in accordance with an amortization period is otherwise required in the San Diego Municipal Code or by ordinance.*

The previously conforming use can be terminated pursuant to SDMC section 127.0102(g) that states:

- *If a previously conforming premises or use is brought into conformance by a change in use or new development, the previously conforming status is terminated, and the premises or use cannot revert to a previously conforming status.*

The project is not proposing a change in use and the delta encompasses renovations and additions to the existing Education Building only, with no new development. There is no justification to terminate the previously conforming status as defined in Article 7, Division 1. As such, the appeal statement that the existing condition needs to be cured before any type of expansion is allowed is unsubstantiated.

C. *HO-25-022 Report to the Hearing Officer failed to consider many issues and concerns and raised unanswered questions.*

Appeal Issue 3(C) references the following assertions. Staff response to each item is provided under the corresponding letter:

a) No limitations or conditions on use were inserted in the CUP, unlike similar projects that came before the City in the past.
b) The proposed CUP does not define "related incidental activities" whereby allowing free reign for any use-not limited to religious assembly.
c) Sound, Lighting, Noise, Glare, have not been appropriately studied to determine impacts on neighbors and neighborhood.
d) Unsupervised roof deck is an inappropriate venue for children and will be an expansion of use.
e) No enforcement mechanism for neighbors to control use.
f) Report relies upon incorrect timing to apply AB2097. The project completion date for this project PREDATES the effective date of the law. The findings cannot be supported because the HO Report provides inaccurate information upon which the HO relied upon to make her determination.

Staff Response:

a) Religious Assembly use for the proposed project is a commercial use in a residential zone. The use is allowed as a limited use, pursuant to SDMC Section 131.0422, Table 131-04B of the RM-1-1 zone. Limited uses for Religious Assembly are regulated pursuant to SDMC Section 141.0602. The limited use regulation requires the project to have a Process Three, Conditional Use Permit (CUP), which has been applied to the project. The project is consistent with the limited use regulations as defined in SDMC section 141.0602(b).

   The appeal cites Exhibit F which was provided as reference material. Exhibit F notes the approval of the La Jolla Hillel CUP that included conditions on hours of operations and limits on events. Project reviews are done independently, on a case-by-case basis, as each project is unique. Review of each individual project considers the project location, environmental setting, project scope, the Land Development Code, Land Use Plan, and other factors relevant to the project review. The La Jolla Hillel project had significant issues that the current project does not have. Regulations were applied to the Hillel project that were deemed appropriate through the review process that encompasses all the aforementioned considerations. Conditions for the current project were also considered as defined in the Conditional Use Regulations section 141.0602(c) of the SDMC, which state:

   - *The decision maker shall consider, and may impose conditions to address, the following:*

     1. *Hours of Operations*
     2. *Structure placement*
     3. *Off-street parking*
     4. *Maximum capacity*
     5. *Bulk*

   All of the items were considered, and the appropriate conditions were applied. In terms of hours of operations, the Limited Use Regulations section 141.0602(b)(2) state:

   - *Assembly and entertainment facilities adjacent to residentially zoned property shall not operate between 10:00 p.m. and 6:00 a.m., except that such facilities may operate until 11:00 p.m. on Fridays and Saturdays. Places of religious assembly shall not be subject to the limitations of Section 141.0602(b)(2).*

   It is not the practice of DSD to compare projects, as each project is reviewed on its own merits. Conditions applied to the project were appropriate and followed the Limited Use Regulations of the SDMC. As such, appeal issue 3(C)(a) is unsubstantiated.

b) As stated, the project is Religious Assembly use. Condition 24 of the Conditional Use

Permit states:

This Conditional Use Permit shall be limited to assembly uses associated with the church and related incidental activities as indicated in Exhibit A.

The intent of the Condition was to ensure the permitted use would be consistent to the application and use descriptions as identified in Exhibit A. To clarify the intent, staff have modified the Condition to read:

This Conditional Use Permit shall be limited to related incidental activities for assembly uses associated with the church as indicated in Exhibit A.

The Condition modification removes the ambiguity as referenced in the appeal. As such, the appeal issue is no longer substantiated.

c) The project review considered all of the items mentioned in the appeal, including sound, lighting, noise, and glare.

Please refer to the response of Appeal issue 1(A), and 3(B)(b) for noise, herein incorporated by reference.

The City of San Diego regulates outdoor light through SDMC Section142.0740. The project would comply with the outdoor lighting regulations in accordance with SDMC Section 142.0740 which requires all outdoor lighting be installed, shielded, and adjusted so that the light is directed in a manner that minimizes negative impacts from light pollution, including trespass, glare, and to control light from falling onto surrounding properties. Interior renovations would not result in any exterior changes to light. Light emission impacts of the project would be less than significant.

The City of San Diego regulates glare through SDMC, Section 142.0730(a)(b), Glare Regulations. The proposed 2,270-square-foot expansion would be constructed in accordance with SDMC Section 142.0730. Section 142.0730(a) states, "A maximum of 50 percent of the exterior of a building may be comprised of reflective material that has a light reflectivity factor greater than 30 percent." The project proposes no materials with a light reflectivity factor greater than 30 percent. Interior renovations would not result in any exterior changes and, therefore, would not alter exterior glare. Glare impacts of the project would be less than significant.

d) See the response to Appeal Issue 1(A), and 3(B)(b), herein incorporated by reference. The assertion that the roof deck will be used as an inappropriate venue for children is conclusory and should be considered unsubstantiated.

e) Chapter 1, Article 2, of the SDMC defines the enforcement mechanisms to resolve violations. In addition, the City of San Diego has a Building and Code Enforcement Division to resolve violations. Therefore, the assertion that there is no mechanism for

neighbors to control use is unsubstantiated.

f) See Appeal Issue 29B) response, herein incorporated by reference.

D. Improper RLUIPA threats by Applicant causing the City to be scared to impose proper rules.

The CUP does have conditions as discussed above. The appeal statement is conclusory and should be considered unsubstantiated.

E. Expansion of Use.

See the responses to Appeal Issues 3(B)(a), 3(B)(b), and 3(B)(e), herein incorporated by reference.

F. Other similar projects in San Diego were not afforded the same benefits.

See Appeal Issue 3(C)(a) response, herein incorporated by reference.

Appeal Issue 4 - The California Department of Housing and Community Development Technical Advisory provides new guidance on AB2097, which was not previously considered. (New Information):

Appellant States:

The California Department of Housing and Community Development Technical Advisory on the Implementation of AB2097 was published January 2025 {Exhibit A). This document provides direct guidance on how to interpret AB2097 to project applications for purposes of prohibiting parking requirements. This document does give rise to all the aforementioned issues with the inapplicability of AB2097 to this project. This document is new. This document was not discussed, considered, reviewed, utilized by the City, the DSD, or the Hearing Officer in its review of this project or the subsequent determinations. This project needs to be analyzed within the scope of HCD's current guidance on how to apply this bill.
Staff Response:

See the responses to Appeal Issues 1(A) and (C), herein incorporated by reference.

Appeal Issue 5 – Existing, Americans with Disabilities Act (ADA), Electric Vehicle (EV) Parking.

Appellant States:

The current site has ZERO parking, no ADA, no EV, no off-street parking. As an aside, it can be proven with two decades of photographic evidence that the site did in fact have two parking spots which it used for administrative staff parking regularly. However, applicant now wishes to utilize that same space as part of the expansion building and understands that it is against General Parking Regulations code section 142.05106 to reduce existing

parking, so Applicant has deceptively told DSD those spots were never maintained as parking-the City has accepted Applicant's misrepresentation.

Importantly AB2097 does not change the requirements for ADA or EV parking spaces, meaning any parking spaces provided must still comply with ADA accessibility standards and importantly, a public agency can still require the same percentage or number of accessible and EV parking spaces as would have otherwise applied if AB2097 did not apply.

Staff Response:

The project site has a concrete hardscape area located to the west of the existing Education Building that is approximately 30 ft. by 30 ft. This area will be used for the Education Building expansion within the scope of the current development application. It is not known exactly when the hardscape was developed, and there are no records of the City requiring it to be paved or the property owner applying for a permit for it to be paved. Historic photos show the area has been used for parking in the past. The area is now fenced off and used for operational purposes.

Staff reviewed the area for compliance to SDMC Section 142.0510(c), which states:

- *(c) Existing Parking Not to be Reduced. Notwithstanding any other provisions of the Land Development Code, existing off-street parking facilities that were provided and maintained on the same premises before parking was required and which serve a use now requiring off-street parking spaces shall not be reduced in number, dimension, or any other manner below the requirements of this division.*

After review of the parking regulation, and acknowledgement that the area was historically used for parking, in addition to other uses, it was determined that there was never an official request by the property owner to provide the area as parking, nor was there any record that it was entitled to require parking. As the property qualifies under the parking relief regulations of AB 2097, the space does not serve a use that now requires off-street parking spaces. Therefore, the code section for existing parking not to be reduced does not apply.

Regarding the requirement for accessible and EV parking spaces, per the California Building Code and California Green Building Code 5.106.5.3, the number of accessible and EV parking spaces required is based on the number of parking spaces provided. Since no off-street parking is proposed, accessible and EV parking is not required.

Conclusion:

The proposed project meets the regulatory requirements for development, and the findings for the Conditional Use Permit and Coastal Development Permit can be made. The appeal does not provide substantial evidence that there was Factual Error, New Information, Findings Not Supported, or Conflicts. Therefore, staff recommends that the Planning Commission deny the appeal and affirm the Hearing Officer decision to approve Conditional Use Permit No. 3241543, and Coastal Development Permit No. 3310239 with modifications.

ALTERNATIVES

1. Grant the appeal and reverse or modify the Hearing Officer decision to approve Conditional Use Permit No. 3241543, and Coastal Development Permit No. 3310239;

2. Grant the appeal and grant Conditional Use Permit No. 3241543, and Coastal Development Permit No. 3310239 with modifications;

3. Deny the appeal and affirm the Hearing Officer decision to approve Conditional Use Permit No. 3241543, and Coastal Development Permit No. 3310239 with modifications.

Respectfully submitted,

Michael Prinz
Interim Assistant Deputy Director
Development Services Department

Robin MacCartee
Development Project Manager
Development Services Department

Attachments:

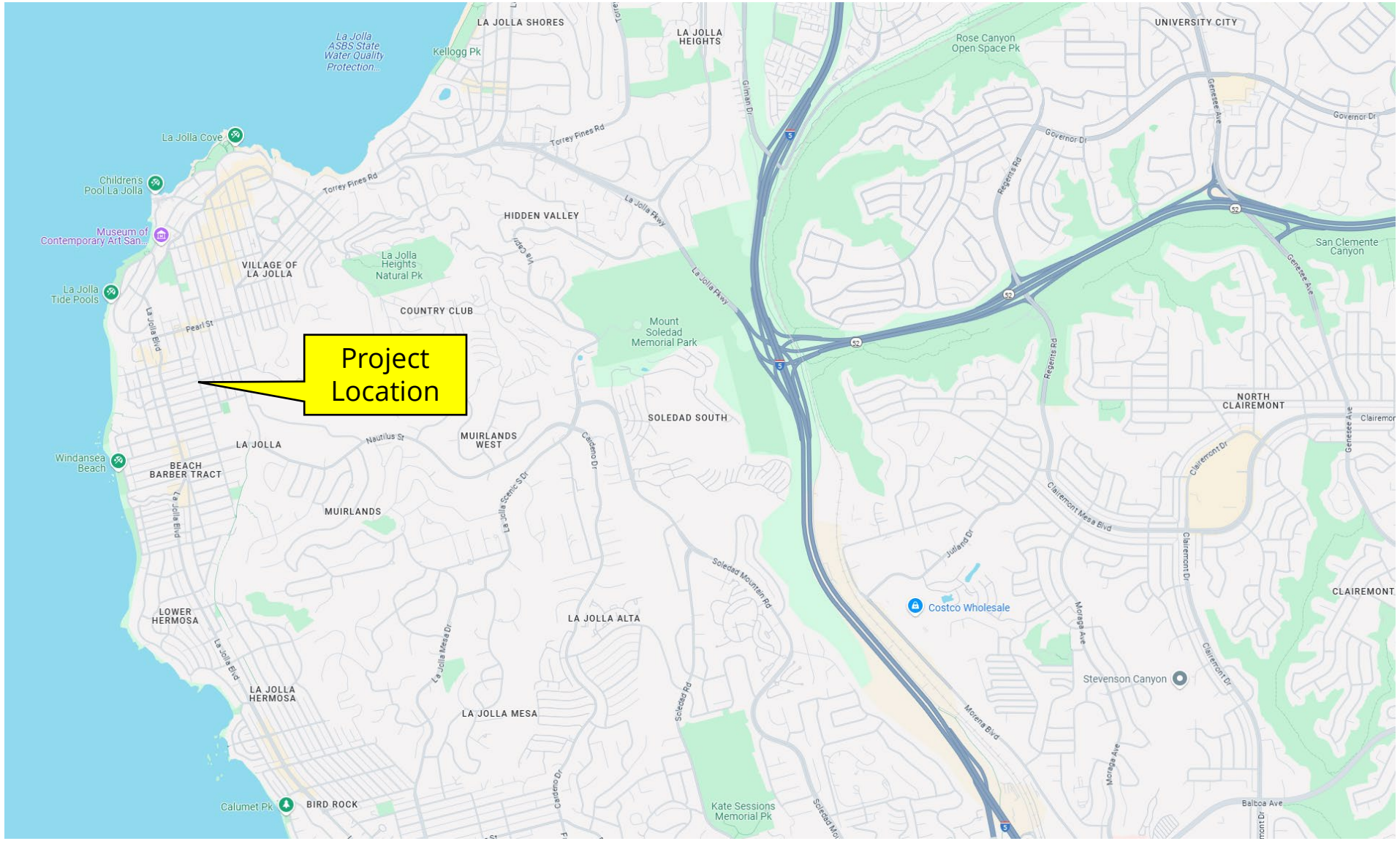
1. Aerial Photographs
2. Location Map
3. Community Plan Land Use Map
4. Draft Permit with Conditions
5. Draft Permit Resolution with Findings
6. Environmental Exemption City Council Resolution No. R-2025-460
7. Community Planning Group Vote
8. Ownership Disclosure Statement
9. CA Housing & Community Development Technical Advisory 2097
10. CA Housing & Community Development Technical Advisory November 17, 2023, Letter
11. Exhibit A (Project Plans)
12. Appeal

Project Location Map

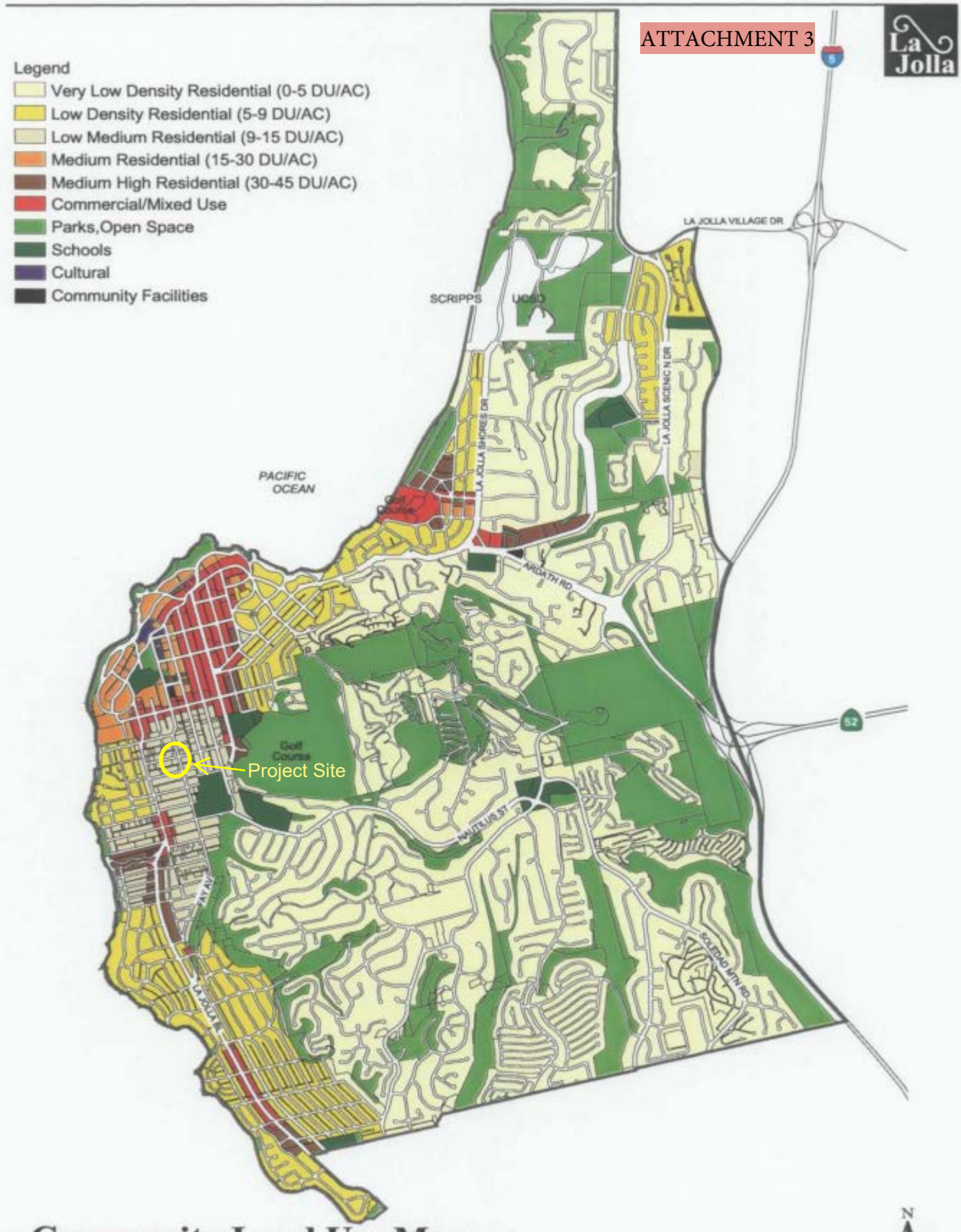
ATTACHMENT 1

Project Location Map

ATTACHMENT 2



ATTACHMENT 3



Community Land Use Map

La Jolla Community Plan
City of San Diego · Planning Department

Figure 1

ATTACHMENT 4

RECORDING REQUESTED BY
CITY OF SAN DIEGO
DEVELOPMENT SERVICES
PERMIT INTAKE,
MAIL STATION 501

WHEN RECORDED MAIL TO
PROJECT MANAGEMENT
PERMIT CLERK
MAIL STATION 501

INTERNAL ORDER NUMBER: 24009657 SPACE ABOVE THIS LINE FOR RECORDER'S USE

CONDITIONAL USE PERMIT NO. PMT-3241543
COASTAL DEVELOPMENT PERMIT NO. PMT-3310239
627 GENTER STREET - PROJECT PRJ-1055455
HEARING OFFICER

This Conditional Use Permit No. PMT-3241543, and Coastal Development Permit No. PMT-3310239 is granted by the Hearing Officer of the City of San Diego to The First Baptist Church of La Jolla, a California Corporation, Owner/ Permittee, pursuant to San Diego Municipal Code [SDMC] Sections 126.0305 and 126.0708 respectively. The 0.48-acre site is located at 627 Genter Street, also known Assessor's Parcel Number 351-112-13 in the Residential Multiple Unit (RM-1-1) Zone, Coastal Height Limit Overlay Zone, Coastal Overlay (non-appealable) Zone, Parking Impact Overlay Zone, Transit Area Overlay Zone, and Transit Priority Area of the La Jolla Community Plan. The project site is legally described as:

THE EASTERLY FIFTY FEET OF LOT TWO, IN BLOCK ELEVEN, OF F.T. SCRIPPS' ADDITION TO LA JOLLA PARK, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 897, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, JULY 22, 1903.

LOT THREE (3) IN BLOCK ELEVEN (11) OF F.T. SCRIPP'S ADDITION TO LA JOLLA PARK, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO 897, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAID SAN DIEGO COUNTY, JULY 22, 1903.

Subject to the terms and conditions set forth in this Permit, permission is granted to Owner/Permittee to improve 4,610 square feet of interior and exterior site work to the existing Education Building described and identified by size, dimension, quantity, type, and location on the approved exhibits [Exhibit "A"] dated May 21, 2025, on file in the Development Services Department.

The project shall include:

a. Interior renovations to the existing Education Building for a total of 2,340 square feet; and

b. New exterior additions to the existing Education Building for a total of 2,270 square feet to include a 592 square foot addition to the 1st floor, a 592 square foot addition to the second floor, a 584 square foot addition to create a new third floor, and 502-square-feet of new occupied roof decking; and

c. Replace existing exterior stairs on the north and south façade.

b. Public and private accessory improvements determined by the Development Services Department to be consistent with the land use and development standards for this site in accordance with the adopted community plan, the California Environmental Quality Act [CEQA] and the CEQA Guidelines, the City Engineer's requirements, zoning regulations, conditions of this Permit, and any other applicable regulations of the SDMC.

STANDARD REQUIREMENTS:

1. This permit must be utilized within thirty-six (36) months after the date on which all rights of appeal have expired. If this permit is not utilized in accordance with Chapter 12, Article 6, Division 1 of the SDMC within the 36-month period, this permit shall be void unless an Extension of Time has been granted. Any such Extension of Time must meet all SDMC requirements and applicable guidelines in effect at the time the extension is considered by the appropriate decision maker. This permit must be utilized by June 5, 2028.

2. No permit for the construction, occupancy, or operation of any facility or improvement described herein shall be granted, nor shall any activity authorized by this Permit be conducted on the premises until:

a. The Owner/Permittee signs and returns the Permit to the Development Services Department; and

b. The Permit is recorded in the Office of the San Diego County Recorder.

3. While this Permit is in effect, the subject property shall be used only for the purposes and under the terms and conditions set forth in this Permit unless otherwise authorized by the appropriate City decision maker.

4. This Permit is a covenant running with the subject property and all of the requirements and conditions of this Permit and related documents shall be binding upon the Owner/Permittee and any successor(s) in interest.

5. The continued use of this Permit shall be subject to the regulations of this and any other applicable governmental agency.

6. Issuance of this Permit by the City of San Diego does not authorize the Owner/Permittee for this Permit to violate any Federal, State or City laws, ordinances, regulations or policies including, but not limited to, the Endangered Species Act of 1973 [ESA] and any amendments thereto (16 U.S.C. § 1531 et seq.).

7. The Owner/Permittee shall secure all necessary building permits. The Owner/Permittee is informed that to secure these permits, substantial building modifications and site improvements may be required to comply with applicable building, fire, mechanical, and plumbing codes, and State and Federal disability access laws.

8. Construction plans shall be in substantial conformity to Exhibit "A." Changes, modifications, or alterations to the construction plans are prohibited unless appropriate application(s) or amendment(s) to this Permit have been granted.

9. All of the conditions contained in this Permit have been considered and were determined necessary to make the findings required for approval of this Permit. The Permit holder is required to comply with each and every condition in order to maintain the entitlements that are granted by this Permit.

If any condition of this Permit, on a legal challenge by the Owner/Permittee of this Permit, is found or held by a court of competent jurisdiction to be invalid, unenforceable, or unreasonable, this Permit shall be void. However, in such an event, the Owner/Permittee shall have the right, by paying applicable processing fees, to bring a request for a new permit without the "invalid" conditions(s) back to the discretionary body which approved the Permit for a determination by that body as to whether all of the findings necessary for the issuance of the proposed permit can still be made in the absence of the "invalid" condition(s). Such hearing shall be a hearing de novo, and the discretionary body shall have the absolute right to approve, disapprove, or modify the proposed permit and the condition(s) contained therein.

10. The Owner/Permittee shall defend, indemnify, and hold harmless the City, its agents, officers, and employees from any and all claims, actions, proceedings, damages, judgments, or costs, including attorney's fees, against the City or its agents, officers, or employees, relating to the issuance of this permit including, but not limited to, any action to attack, set aside, void, challenge, or annul this development approval and any environmental document or decision. The City will promptly notify Owner/Permittee of any claim, action, or proceeding and, if the City should fail to cooperate fully in the defense, the Owner/Permittee shall not thereafter be responsible to defend, indemnify, and hold harmless the City or its agents, officers, and employees. The City may elect to conduct its own defense, participate in its own defense, or obtain independent legal counsel in defense of any claim related to this indemnification. In the event of such election, Owner/Permittee shall pay all of the costs related thereto, including without limitation reasonable attorney's fees and costs. In the event of a disagreement between the City and Owner/Permittee regarding litigation issues, the City shall have the authority to control the litigation and make litigation related decisions, including, but not limited to, settlement or other disposition of the matter. However, the Owner/Permittee shall not be required to pay or perform any settlement unless such settlement is approved by Owner/Permittee.

CLIMATE ACTION PLAN REQUIREMENTS:

11. Owner/Permittee shall comply with the Climate Action Plan (CAP) Consistency Checklist stamped as Exhibit "A." Prior to issuance of any construction permit, all CAP strategies shall be noted within the first three (3) sheets of the construction plans under the heading “Climate Action Plan Requirements” and shall be enforced and implemented to the satisfaction of the Development Services Department.

ENGINEERING REQUIREMENTS:

12. Prior to the issuance of any construction permit, the Owner/Permittee shall incorporate any construction Best Management Practices necessary to comply with Chapter 14, Article 2, Division 1 (Grading Regulations) of the San Diego Municipal Code, into the construction plans or specifications, satisfactory to the City Engineer.

13. Prior to the issuance of any construction permit, the Owner/Permittee shall submit a Water Pollution Control Plan (WPCP). The WPCP shall be drafted in accordance with Part 2, Chapter 4.2 and Appendix 'D' of the City of San Diego Storm Water Standards Manual.

14. Prior to the issuance of any building permit, the Owner/Permittee shall obtain an Encroachment Maintenance and Removal Agreement (EMRA), for the existing backflow preventer, walls, stairs, railing, landscape and irrigation within the Genter Street right-of-way, satisfactory to the City Engineer.

15. Prior to the issuance of any building permits, the Owner/Permittee shall assure, by permit and bond, the construction of new City Standard alley curb ramps, adjacent to the site on Draper Ave, satisfactory to the City Engineer.

16. Prior to the issuance of any building permits, the Owner/Permittee shall assure, by permit and bond, the construction of new City Standard alley pavement, adjacent to the site, satisfactory to the City Engineer.

LANDSCAPE REQUIREMENTS:

17. Prior to issuance of any engineering permits for grading, the Owner/Permittee shall submit complete construction documents for the revegetation and hydro seeding of all disturbed land in accordance with the City of San Diego Landscape Standards, Stormwater Design Manual and to the satisfaction of the Development Services Department. All plans (including Environmental conditions) shall be in substantial conformance to this permit and Exhibit "A," on file in the Office of the Development Services Department.

18. Prior to issuance of any engineering permits for public right-of-way improvements, the Owner/Permittee shall submit complete landscape construction documents for right-of-way improvements to the Development Services Department for approval. Improvement plans shall show, label and dimension a 40-square-foot area around each tree which is unencumbered by utilities. Driveways, utilities, drains, water and sewer laterals shall be designed to not prohibit the placement of street trees.

19. Prior to issuance of any construction permits for structures, the Owner/Permittee shall submit complete landscape and irrigation construction documents consistent with the Landscape Standards to the Development Services Department for approval. The construction documents shall be in substantial conformance with Exhibit "A," Landscape Development Plan, on file in the Development Services Department. Construction plans shall show, label and dimension a 40 square-foot area around each tree which is unencumbered by hardscape and utilities as set forth under SDMC Section 142.0403(b)(5).

20. The Owner/Permittee shall be responsible for the maintenance of all landscape improvements shown on the approved plans, including in the public right-of-way, consistent with the Landscape Standards unless long-term maintenance of said landscaping will be the responsibility of a Landscape Maintenance District or other approved entity. All required landscaping shall be maintained in a disease, weed and litter free condition at all times. Severe pruning or "topping" of trees is not permitted unless specifically noted in this Permit.

21. If any required landscape (including existing or new plantings, hardscape, landscape features, shade structures, etc.) as shown on the approved construction document plans is damaged or removed during demolition or construction, the Owner/Permittee shall repair and/or replace it in kind and equivalent size per the approved documents to the satisfaction of the Development Services Department within 30 days of damage or Certificate of Occupancy.

PLANNING/DESIGN REQUIREMENTS:

22. A topographical survey conforming to the provisions of the SDMC may be required if it is determined, during construction, that there may be a conflict between the building(s) under construction and a condition of this Permit or a regulation of the underlying zone. The cost of any such survey shall be borne by the Owner/Permittee.

23. All private outdoor lighting shall be shaded and adjusted to fall on the same premises where such lights are located and in accordance with the applicable regulations in the SDMC.

24. This Conditional Use Permit shall be limited to related incidental activities for assembly uses associated with the church ~~and related incidental activities~~ as indicated in Exhibit A.

TRANSPORTATION REQUIREMENTS

25. All motorcycle and bicycle parking spaces must be constructed in accordance with the requirements of the SDMC. All on-site motorcycle and bicycle parking spaces shall be in compliance with requirements of the City's Land Development Code and shall not be converted and/or utilized for any other purpose, unless otherwise authorized in writing by the appropriate City decision maker in accordance with the SDMC.

WATER/SEWER DEPARTMENT REQUIREMENTS

26. All proposed private water and sewer facilities located within a single lot are to be designed to meet the requirements of the California Plumbing Code and will be reviewed as part of the building permit plan check.

27. Prior to the issuance of any construction permit for building, the Owner/Permittee shall assure, by permit and bond, the design and construction of new water and sewer service(s) outside of any driveway or drive aisle and the abandonment of any existing unused water and sewer services within the public right of way adjacent to the project site, in a manner satisfactory to the Public Utilities Department and the City Engineer.

28. Prior to the issuance of any construction permit for building, the Owner/Permittee shall apply for a plumbing permit for the installation of appropriate private Backflow Prevention Device(s) [BFPDs], on each water service (domestic, fire and irrigation), in a manner satisfactory to the Public Utilities Department and the City Engineer.

29. The Owner/Permittee shall be responsible for any damage caused to the City of San Diego water and sewer facilities within the vicinity of the project site due to the construction activities associated with this project in accordance with San Diego Municipal Code Section 142.0607. Should such damage occur, the Owner/Permittee shall repair or reconstruct any damaged public water and sewer facility in a manner satisfactory to the Public Utilities Department and the City Engineer.

30. Prior to the issuance of any building permits, the Owner/Permittee shall obtain an Encroachment Maintenance Removal Agreement, from the City Engineer, for the private water or sewer facilities encroaching into the Public Right-of-Way.

31. The Owner/Permittee shall design and construct all proposed public water and sewer facilities, in accordance with established criteria in the current edition of the City of San Diego Water and Sewer Facility Design Guidelines and City regulations, standards and practices.

32. No trees or shrubs exceeding three feet in height at maturity shall be installed within ten feet of any sewer facilities and five feet of any water facilities.

INFORMATION ONLY:

- The issuance of this discretionary permit alone does not allow the immediate commencement or continued operation of the proposed use on site. Any operation allowed by this discretionary permit may only begin or recommence after all conditions listed on this permit are fully completed and all required ministerial permits have been issued and received final inspection.

- Any party on whom fees, dedications, reservations, or other exactions have been imposed as conditions of approval of this Permit, may protest the imposition within ninety days of the approval of this development permit by filing a written protest with the City Clerk pursuant to California Government Code-section 66020.

- This development may be subject to impact fees at the time of construction permit issuance.

APPROVED by the Hearing Officer of the City of San Diego on May 21, 2025, and HO-25-022.

ATTACHMENT 4

Permit Type/PTS Approval No.: Conditional Use Permit No. 3241543
Coastal Development Permit No. 3310239
Date of Approval: May 21, 2025

AUTHENTICATED BY THE CITY OF SAN DIEGO DEVELOPMENT SERVICES DEPARTMENT

_____
Robin MacCartee
Development Project Manager

NOTE: Notary acknowledgment must be attached per Civil Code section 1189 et seq.

The undersigned Owner/Permittee, by execution hereof, agrees to each and every condition of this Permit and promises to perform each and every obligation of Owner/Permittee hereunder.

The First Baptist Church of La Jolla,
A California Corporation
Owner/Permittee

By _____
ADAM STADTMILLER
CHIEF EXECUTIVE OFFICER

NOTE: Notary acknowledgments must be attached per Civil Code section 1189 et seq.

HEARING OFFICER RESOLUTION NO. HO-25-022
CONDITIONAL USE PERMIT NO. 3241543
COASTAL DEVELOPMENT PERMIT NO. 3310239
627 GENTER STREET – PROJECT PRJ-1055455

WHEREAS, The First Baptist Church of La Jolla, a California Corporation, Owner/Permittee, filed an application with the City of San Diego for renovations and additions to an existing Education Building (as described in and by reference to the approved Exhibits "A" and corresponding conditions of approval for the associated Permit No's. PMT-3241543, and PMT-3310239), on portions of a 0.48-acre site;

WHEREAS, the project site is located at 627 Genter Street, also known Assessor's Parcel Number 351-11-213 in the Residential Multiple Unit (RM)-1-1 Zone, Coastal Height Limit Overlay Zone, Coastal Overlay (non-appealable) Zone, Parking Impact (Coastal Impact) Overlay Zone, Transit Area Overlay Zone, and Transit Priority Area of the La Jolla Community Plan;

WHEREAS, the project site is legally described as;

THE EASTERLY FIFTY FEET OF LOT TWO, IN BLOCK ELEVEN, OF F.T. SCRIPPS' ADDITION TO LA JOLLA PARK, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 897, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, JULY 22, 1903.

LOT THREE (3) IN BLOCK ELEVEN (11) OF F.T. SCRIPP'S ADDITION TO LA JOLLA PARK, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO 897, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAID SAN DIEGO COUNTY, JULY 22, 1903.

WHEREAS, on September 5, 2024 the City of San Diego, as Lead Agency, through the Development Services Department, made and issued an Environmental Determination that the project is exempt from the California Environmental Quality Act (CEQA) (Public Resources Code

Section 21000 et seq.) under CEQA Guideline Section 15301 (Existing Facilities) and the Environmental Determination was appealed to City Council, which heard and denied the appeal on March 18, 2025 pursuant to Resolution No. R-2025-460;

WHEREAS, on May 21, 2025, the Hearing Officer of the City of San Diego considered Conditional Use Permit No. 3241543, and Coastal Development Permit No. 3310239, pursuant to the Land Development Code of the City of San Diego;

BE IT RESOLVED by the Hearing Officer of the City of San Diego, that it adopts the following findings with respect to Conditional Use Permit No. 3241543, and Coastal Development Permit No. 3310239:

A. CONDITIONAL USE PERMIT [SDMC Section 126.0305]

1. Findings for all Conditional Use Permits:

a. The proposed development will not adversely affect the applicable land use plan;

The scope of the proposed project is for a total of 4,610 square feet of renovations and additions to the existing Education Building only. The renovations to the existing Education Building will total 2,340 square feet and include interior improvements to meeting rooms and restrooms. In addition, exterior renovations will replace the existing access stairs on the north and south façades. New additions to the Education Building will total 2,270 square feet and include a 592 square foot addition to the first floor, a 592 square foot addition to the second floor, a 584 square foot addition to create a new third floor, and a 502 square foot new occupied roof deck. The additional space will provide new meeting rooms, a recreational room, new restrooms, and an elevator.

The project site is located at 627 Genter Street, also known Assessor's Parcel Number 351-11-213 in the Residential Multiple Unit (RM-1-1) Zone, Coastal Height Limit Overlay Zone, Coastal Overlay (non-appealable) Zone, Parking Impact (Coastal Impact) Overlay Zone, Transit Area Overlay Zone, and Transit Priority Area of the La Jolla Community Plan (Community Plan) and Local Coastal Program Land Use Plan area.

Although the site is located in a residential zone, categorized as RM-1-1 in the SDMC and Low Medium Residential in the Land Use Plan, Religious Assembly is allowed as a limited use. The project will require a Conditional Use Permit to adhere to the

limited use as identified in SDMC Section 141.0602. As such, the current Religious Assembly use in the existing religious campus is allowed at the site and residential density regulations are not applicable.

The proposed project meets the requirements of the SDMC for Floor Area Ratio (FAR), with 0.75 the maximum allowed and 0.71 proposed. The project is 29 feet in height which is under the 30-foot height limit for the coastal zone. The project meets the setback requirements as no new development is proposed for the front or rear, and the side yard setback is within regulation standards.

The project is exempt from parking requirements, and no existing parking is present on the site. The project was reviewed pursuant to SDMC Section 142.0530, Table 142-05G with the understanding that the Transit Priority Area (TPA) Parking Reform per O-21401 had yet to be adopted in the Coastal Overlay Zone. However, during the project review period, Assembly Bill No. 2097, Chapter 459 of the Government Code, became effective on September 22, 2022. The bill states:

- *This bill would prohibit a public agency from imposing any minimum automobile parking requirement on any residential, commercial, or other development project, as defined, that is located within 1/2 mile of public transit, as defined.*

The project location qualifies the project for the California AB 2097 removal of minimum parking requirements for many projects within one half mile of a major transit stop. This statewide law applies to all public agencies in California. As such, the SDMC regulations requiring parking are preempted by this new state law, which eliminates the conflict between the proposed development adversely affecting the applicable land use plan and the finding can be made.

The three buildings were reviewed by Heritage Preservation Staff per SDMC Section 143.0212, which requires City staff to review all projects impacting a parcel that contains a structure 45 years old or older to determine whether a potentially significant historical resource exists on site prior to issuance of a permit. During the review, it was determined that all three buildings were potentially historic, but the proposed changes to the Education Building would keep it consistent with the U.S. Secretary of the Interior's Standards and therefore be exempt from the requirement to obtain a Site Development Permit.

The Education Building, although historic in terms of its age, has not been officially designated as a historic structure within the Community Plan. Although not officially designated, the Community Plan does highlight the benefit of the heritage resource by noting that, “La Jolla's historic structures and resources are important community landmarks that convey a sense of history, identity and place to residents of the community (pg. 18).” A General Community Goal of the Land Use Plan is to maintain La Jolla as a primarily residential and recreational oriented community by protecting its residential areas and historic resources, maintaining its public recreational areas, and enhancing its commercial districts (pg. 5). By renovating the historic structure in a manner that conforms to the Secretary of the Interior's Standards for Treatment of

Historic Properties, the project maintains the heritage resource for the community and fulfills the General Community Goal.

Although the project is not a residential development, it is located in a residential zone. As such, the project has incorporated Residential Land Use elements from the Land Use Plan to complement the existing neighborhood. A stated goal of the Land Use Plan (pg. 67) is to:

- Maintain the character of La Jolla's residential areas by ensuring that redevelopment occurs in a manner that protects natural features, preserves existing streetscape themes and allows a harmonious visual relationship to exist between the bulk and scale of new and older structures.

The project design has chosen to renovate the existing historic structure by keeping the exterior intact. This preservation will protect the features and existing streetscape themes that the community is accustomed to. The new additions to the historic component are designed under the Secretary of the Interior's Standards for Treatment of Historic Properties, which require a contrast highlighting the new structure from the old. The contrast will ensure the existing historic structure is identifiable and consistent with the original design. The new addition adds bulk to the existing structure, but the design places the majority of the bulk along the Glenview Lane alley, where the bulk is consistent with other structures in the nearby vicinity. In contrast, the design incorporates a transition in scale from Draper Avenue by stepping back the proposed third floor from the front setback, which corresponds to the Residential Land Use Plan Recommendation for Community Character, Item C (pg.76), which states, “In order to promote transitions in scale between new and older structures, create visual relief through the use of diagonal or off-setting planes, building articulation, roofline treatment and variations within front yard setback requirements.”

Lastly, the project meets the criteria of the Local Coastal Program Land Use Plan within the Land Use Plan as described in Item B(1)(c) of the Resolution. In meeting the requirements of the SDMC and incorporating stated goals of the Land Use Plan, the project, as proposed, will not adversely affect the applicable land use plan.

b. The proposed development will not be detrimental to the public health, safety, and welfare;

The project proposes renovations and additions to an existing Education Building, within an existing religious campus. The project was reviewed against all applicable City standards, and all California Building, Fire, Plumbing, Electrical, Mechanical, California Green Building Standards Code (CGBSC), and City regulations governing the construction and continued operation of the development will apply.

The project review considered the project’s impact on transportation in accordance with CEQA and the City’s CEQA Significance Determination Thresholds. The review utilized the analysis methods identified in the City’s Transportation Study Manual (TSM) current version dated September 2022. The TSM contains screening criteria

used to identify when a proposed project can be presumed to have a less than significant vehicle miles traveled (VMT) impact based on project characteristics and/or location. The proposed 2,270-square-foot expansion is expected to generate approximately 176 Average Daily Trips (ADT) and would meet the Small Project (less than 300 unadjusted daily trips) screening criteria contained in the City's TSM. As the project is screened out from further VMT analysis, and VMT is cumulative by nature, the project is presumed to have a less than significant VMT transportation impact.

The project review considered the additional traffic noise generated by the proposed development. A perceptible increase in noise for humans is a three-decibel change. Due to the nature of the decibel scale, a doubling of traffic would result in a three-decibel increase in noise levels. The proposed expansion of 2,270 square feet would accommodate an increase in the building occupancy load by 88 occupants and is anticipated to generate 176 average daily trips at a rate of two trips per occupant. Based upon the surrounding street segments (La Jolla Boulevard between Genter Street and Sea Lane and Fay Avenue between Genter Street and Pearl Street) taken from the City's most recent counts published on the City's website, existing average daily traffic (ADT) along La Jolla Boulevard is approximately 16,380 ADT and along Fay Avenue is approximately 7,890 ADT. The project would not result in a doubling of traffic on any roadway. Therefore, the project would not result in a significant impact related to the exposure of people to future noise levels that exceed standards in the Noise Element of the General Plan. In addition, the project would comply with the City's Noise Ordinance which limits allowable sound levels throughout the day. Noise impacts of the project would be less than significant.

The project review considered the project health, safety and welfare effects related to air quality, geology, hazards or hazardous materials, and the project's impact on greenhouse gas (GHG) emissions. These specific items were reviewed in making the determination on September 5, 2024, that the project was exempt from CEQA pursuant to CEQA Guidelines Section 15301, Existing Facilities. On September 18, 2024, the environmental determination was appealed pursuant to SDMC Section 112.0520. On March 18, 2025, the San Diego City Council considered the appeal issues, including those specifically stated above, along with detailed responses to the issues, and denied the appeal, thus validating the project review and confirming the issues had no effect to the public health, safety, and welfare.

In addition, but not limited to, the following permit conditions will ensure the project benefits the public health, safety, and welfare:

- Condition 12 – Incorporates Best Management Practices for Grading Regulations.
- Condition 13 – Incorporates a Water Pollution Control Plan.
- Condition 15 – Ensures the construction of new City standard alley curb ramps on Draper Avenue.
- Condition 16 – Ensures new City Standard alley pavement.

As such, the proposed development will not be detrimental to the public health, safety, and welfare.

c. The proposed development will comply with the regulations of the Land Development Code including any allowable deviations pursuant to the Land Development Code; and

The project proposes a total of 4,610 square feet of renovations and additions to an existing Education Building, within an existing religious campus. Interior renovations to the existing Education Building will total 2,340 square feet. New construction to the existing Education Building will total 2,270 square feet. The RM-1-1 zone allows Assembly Use, for Places of Religious Assembly, as a limited, separately regulated use that applies to facilities designed to accommodate at least 25 people at a time for recreation, physical fitness, entertainment, or other assembly, including places of religious assembly. Limited Use Regulations under the Assembly and Entertainment Uses category, pursuant to SDMC Section 141.0602(b)(1), require a Conditional Use Permit (CUP) if the facility is designed to accommodate in excess of 300 people. The three buildings comprising the religious campus, exceed the 300-person maximum, so a Conditional Use Permit is applicable to the project approval.

The project site, including all three buildings, currently has no existing parking permitted or previously required. The proposed scope of work on the Education Building meets the provisions of State Assembly Bill AB 2097, which waives parking requirements for projects within a ½ mile of a major transit stop that is included in the applicable regional transportation plan. The project is located within a ½ mile of a planned major transit stop at the intersection of Girard Avenue and Torrey Pines Road in the current 2021 SANDAG Regional Plan; therefore, no vehicular parking is required, and the project complies with the parking regulations per AB 2097.

The proposed project meets the requirements of the SDMC for Floor Area Ratio (FAR), with 0.75 the maximum allowed and 0.71 proposed. The project is 24 feet in height which is under the 30-foot height limit for the coastal zone. The project meets the setback requirements as no new development is proposed for the front or rear, and the side yard setback is within regulation standards. The project is exempt from parking requirements through the State Assembly Bill AB2097 regulation, and a CUP will be required to meet land use regulations. The project is not proposing any deviations. As such, the proposed development will comply with the regulations of the Land Development Code including any allowable deviations pursuant to the Land Development Code**.**

d. The proposed use is appropriate at the proposed location.

The project is for Interior and Exterior renovations and additions to an existing Education Building. The Education Building is part of a larger religious campus, which also contains a Sanctuary Building and a Fellowship Hall, all of which have been in continuous use since at least 1955. The site is zoned Residential in the RM-1-1 zone. Religious Assembly is allowed as a limited use in the RM-1-1 zone. The project will require a Conditional Use Permit to adhere to the limited use as identified in SDMC Section 141.0602. The Education Building will be used for Religious Assembly purposes as identified by the applicant. The project adheres to the regulations of the land development code and land use plan as noted in the finding responses A(1)(a) &

(c), herein incorporated by reference. As such, the proposed use for the Education Building is appropriate for the location as it is consistent with the Religious Assembly use.

B. COASTAL DEVELOPMENT PERMIT [SDMC Section 126.0708]

1. Findings for all Coastal Development Permits:

a. The proposed coastal development will not encroach upon any existing physical accessway that is legally used by the public or any proposed public accessway identified in a Local Coastal Program land use plan; and the proposed coastal development will enhance and protect public views to and along the ocean and other scenic coastal areas as specified in the Local Coastal Program land use plan;

The project is located approximately 0.30 miles east of the Pacific Ocean in a built out residential neighborhood. The project site is not within any physical access points or coastal subarea access boundaries as illustrated in Figure 6 of the Community Plan. The project will not obstruct any view cones, view corridors, viewsheds, intermittent or partial vistas or scenic overlooks as identified in Figure 9, with the closest Public Vantage Point being a View Cone, which is 0.32 miles west of the project site at Sea Lane. Figure 9 of the Community Plan identifies Genter Street as a road from which coastal bodies of water can be seen, however, the project location, within the religious campus, is on the corner of Draper Avenue and the Glenview Lane alley, which are not designated streets. The project location will not interfere with the sight lines of Genter Street where the body of water can be seen.

b. The proposed coastal development will not adversely affect environmentally sensitive lands; and

There are no Environmentally Sensitive Lands existing on the site. Therefore, the proposed coastal development will not adversely affect environmentally sensitive lands.

c. The proposed coastal development is in conformity with the certified Local Coastal Program land use plan and complies with all regulations of the certified Implementation Program.

The Local Coastal Program (Program) in the Land Use Plan identifies La Jolla as a Special Community of regional and state-wide importance. The Program presents the coastal issues that have been identified for the community. The issues are summarized as follows as they pertain to the proposed project:

- *Public Access to the Beaches and Coastline*: The location is approximately 0.30 miles east of the Pacific Ocean in a built out residential neighborhood. The project site is not within any physical access points or coastal subarea access boundaries as illustrated in Figure 6 (pg. 23) of the Land Use Plan.

- *Environmentally Sensitive Habitat Areas and Marine Resources:* The location is approximately 0.30 miles east of the Pacific Ocean in a built out residential neighborhood. There are no identified Environmentally Sensitive Habitat Areas or Marine Resources.

- *Recreation and Visitor Serving Retail Areas:* The issue is not applicable as the closest recreation and visitor area is at Whispering Sands Beach and Wind and Sea Park which are both approximately 0.5 miles west of the project site.

- *Preservation or Conservation of Historic Resources:* The project design preserves the historic resource. The new addition is purposely designed to highlight the historic resource and keep it identifiable.

- *Provision of Parks and Recreation Areas:* The issue is not applicable.

- *Provision of Affordable Housing:* The issue is not applicable.

- *Coastal Bluff, Hillside Development and Preservation:* The issue is not applicable as the nearest Coastal Bluff is approximately 0.35 miles east of the project site.
- *Nonpoint Source Pollution in Urban Runoff:* All Best Management Practices and required regulations will be followed in regard to source pollution and urban runoff as required in the Building Permits.

- *Seismic Risk Areas:* The issue is not applicable.

- *Impact of Buildout on Residential Development:* The issue is not applicable.

- *Visual Resources:* The project will not obstruct any views as illustrated in Figure 9 of the Land Use Plan.

- *Public Works:* The issue is not applicable.

- *Facilitating Public Access:* The issue is not applicable.

By meeting all the criteria for issues identified in the Program, the proposed project is in conformity with the certified Local Coastal Program land use plan.

The Implementation Program (pg. 9) provided in the Community Plan provides, “a number of actions for the City and the La Jolla community to pursue in order to implement the policies and recommendations.” Those actions include proposals for changes to the current zoning of the community. The actions, along with the corresponding relationship to the proposed project are as follows:

- To preserve existing open space within the community including portions of Mount Soledad and other publicly owned open space areas;

- The proposed project site is not applicable to this proposal as it is neither near Mount Soledad, which is located approximately 1.82 miles east of the project site, nor a publicly owned open space.

- To protect and enhance beach access, both visually and physically;

    - As stated previously, the project is located approximately 0.30 miles east of the Pacific Ocean in a built out residential neighborhood. The project site is not within any physical access points or coastal subarea access boundaries as illustrated in Figure 6 of the Community Plan. The project will not obstruct any view cones, view corridors, viewsheds, intermittent or partial vistas or scenic overlooks as identified in Figure 9, with the closest Public Vantage Point being a View Cone, which is 0.32 miles west of the project site at Sea Lane.

- To preserve the current residential density of the West Muirlands area by rezoning from RS-1-5 to RS-1-4.

    - The project is located approximately 0.5 mile north of the Muirlands area and will not affect the current residential density.

The Implementation Program (pg. 9), also includes two other actions with the corresponding relationship to the proposed project as follows:

- Improvements to existing circulation patterns and public facilities.

    - The proposed project for improvements and additions to the existing Education Building will not interfere with improvements to the existing circulation patterns or public facilities. A La Jolla Community Plan Transportation Goal (pg. 55) is to "Provide an adequate circulation system to serve residents, visitors and employees to La Jolla's downtown commercial, recreational areas and community facilities by promoting the use of public transit and/or shuttle service as an alternative form of transportation within the community." By not providing parking, the project incentives the use of public transportation and adheres to the intent of the goal.

- Preparation of a Public Facilities Financing Plan identifying present and future community needs and the capital improvements necessary to accommodate future development.

    - The proposed project for improvements and additions to the existing Education Building will not interfere with a Public Facilities Financing Plan.

By meeting the issues within the Program and actions within the Implementation Program, the proposed coastal development is in conformity with the certified Local

Coastal Program land use plan and complies with all regulations of the certified Implementation Program.

d. For every Coastal Development Permit issued for any coastal development between the nearest public road and the sea or the shoreline of any body of water located within the Coastal Overlay Zone the coastal development is in conformity with the public access and public recreation policies of Chapter 3 of the California Coastal Act.

The Finding is not applicable to the project as the development is not located between the nearest public road and the sea or the shoreline of any body of water located within the Coastal Overlay Zone which is approximately 0.25 miles west at Sea Lane and Vista Del Mar Avenue.

The above findings are supported by the minutes, maps and exhibits, all of which are incorporated herein by this reference.

BE IT FURTHER RESOLVED that, based on the findings hereinbefore adopted by the Hearing Officer, Conditional Use Permit No. 3241543, and Coastal Development Permit No. 3310239 is hereby GRANTED by the Hearing Officer to the referenced Owner/Permittee, in the form, exhibits, terms and conditions as set forth in Conditional Use Permit No. 3241543, and Coastal Development Permit No. 3310239, a copy of which is attached hereto and made a part hereof.

Robin MacCartee
Development Project Manager
Development Services

Adopted on: May 21, 2025

IO#: 24009657

RESOLUTION NUMBER R- 316124

DATE OF FINAL PASSAGE MAR 18 2025

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN DIEGO DENYING ENVIRONMENTAL APPEAL – 627 GENTER STREET, PROJECT NO. 1055455.

RECITALS

The Council of the City of San Diego (Council) adopts this Resolution based on the following:

A. First Baptist Church of La Jolla, dba La Jolla Christian Fellowship, submitted an application to the City of San Diego for a Coastal Development Permit and Conditional Use Permit to construct additions and renovations to an existing education building on an existing religious assembly campus, for the 627 Genter Street project (Project). The proposed site improvements include 1,768 square feet of new additions, 2,340 square feet of interior renovations, a new 502-square-foot roof deck, and replacement of existing exterior stairs. The 0.48-acre site is located at 627 Genter Street in the Residential Multiple Unit (RM-1-1) Zone, Coastal Height Limit Overlay Zone, Coastal Overlay (non-appealable) Zone, and the Transit Area Overlay Zone within the La Jolla Community Plan.

B. On April 27, 2022, the City of San Diego, through the Development Services Department, determined that the application for Project Number 1055455 was complete and the Project was deemed complete.

C. On September 5, 2024, the City of San Diego through the Development Services Department determined that the Project is categorically exempt from the provisions of California Environmental Quality Act (CEQA) (California Public Resources Code sections 21000-21189.91) under CEQA Guidelines section 15301 (Existing Facilities) (Environmental

Determination) and that no exception to the exemption, as set forth in CEQA Guidelines section 15300.2, applies to the Project.

D. On September 5, 2024, Jon Wiggins (Appellant) appealed the Environmental Determination for the 627 Genter Street Project to the Council.

E. On March 18, 2025, the Council heard the environmental appeal of the Project. The Council considered, in light of the whole record, the Environmental Determination to categorically exempt the 627 Genter Street Project, the potential environmental impacts associated with the 627 Genter Street Project, and the issues raised on appeal and brought up at the hearing through testimony and public participation.

F. The Office of the City Attorney prepared this Resolution based on the information provided by City staff (including information provided by affected third parties and verified by City staff), with the understanding that this information is complete and accurate.

G. Under San Diego Charter section 280(a)(2), this Resolution is not subject to veto by the Mayor because this matter requires the Council to act as a quasi-judicial body and where a public hearing was required by law implicating due process rights of individuals affected by the decision and where the Council was required by law to consider evidence at the hearing and to make legal findings based on the evidence presented.

ACTION ITEMS

Be it resolved by the Council of the City of San Diego:

1. The Council finds, based upon the representations of City staff, public testimony and the whole record before it, the following:

A. The Environmental Determination has been completed in compliance with CEQA and the CEQA Guidelines. The Environmental Determination reflects the

independent judgment of the City of San Diego as Lead Agency. The information contained in the Development Services Department staff report, and testimony and comments received during the public testimony process, have been reviewed and considered by the Council in connection with the appeal of the Environmental Determination.

B. There is substantial evidence, in light of the whole record, supporting the Environmental Determination to categorically exempt the 627 Genter Street Project under the provisions of CEQA Guidelines section 15301 (Existing Facilities).

C. A fair argument, based upon evidence found in the whole record, has not been established demonstrating that exceptions to the Categorical Exemption exist with respect to the 627 Genter Street Project.

D. Based upon substantial evidence in light of the whole record, the 627 Genter Street Project would not result in any significant or potentially significant impacts or effects on the environment.

2. The Environmental Determination of the Development Services Department is approved, and the appeal of Jon Wiggins is denied.

APPROVED: HEATHER FERBERT, City Attorney

By _____
Lindsey H. Sebastian
Deputy City Attorney

LHS:nja
03/19/2025
Or. Dept: DSD
Doc. No. 3997938

ATTACHMENT 6

Passed by the Council of The City of San Diego on MAR 18 2025, by the following vote:

Councilmembers	Yeas	Nays	Not Present	Recused
Joe LaCava	☒	☐	☐	☐
Jennifer Campbell	☒	☐	☐	☐
Stephen Whitburn	☐	☐	☒	☐
Henry L. Foster III	☒	☐	☐	☐
Marni von Wilpert	☒	☐	☐	☐
Kent Lee	☒	☐	☐	☐
Raul A. Campillo	☒	☐	☐	☐
Vivian Moreno	☒	☐	☐	☐
Sean Elo-Rivera	☒	☐	☐	☐

Date of final passage MAR 18 2025.

(Please note: When a resolution is approved by the Mayor, the date of final passage is the date the approved resolution was returned to the Office of the City Clerk.)

AUTHENTICATED BY:

TODD GLORIA
Mayor of The City of San Diego, California.

(Seal)

DIANA J.S. FUENTES
City Clerk of The City of San Diego, California.

By Linda Irwin, Deputy
For Gilbert Sanchez

Office of the City Clerk, San Diego, California

Resolution Number R- 316124

ATTACHMENT 7

City of San Diego
Development Services
1222 First Ave., MS-302
San Diego, CA 92101

Community Planning Committee Distribution Form

Project Name: 627 Genter	Project Number: 1055455
Community: La Jolla	

For project scope and contact information (project manager and applicant), log into OpenDSD at https://aca.accela.com/SANDIEGO.

Select "Search for Project Status" and input the Project Number to access project information.

● Vote to Approve ❒ Vote to Approve with Conditions Listed Below ❒ Vote to Approve with Non-Binding Recommendations Listed Below ❒ Vote to Deny	Date of Vote: March 07, 2024

# of Members Yes	# of Members No	# of Members Abstain
12	2	1

Conditions or Recommendations:
none

❒ No Action
(Please specify, e.g., Need further information, Split vote, Lack of quorum, etc.)

NAME: ADRIAN FERAL	
TITLE: SECRETARY	DATE: September 03, 2024

ATTACHMENT 8

City of San Diego
Development Services
1222 First Ave., MS 302
San Diego, CA 92101
(619) 446-5000

Ownership Disclosure Statement

FORM DS-318 October 2017

Approval Type: *Check appropriate box for type of approval(s) requested:* ❑ Neighborhood Use Permit ❑ Coastal Development Permit ☒ Neighborhood Development Permit ❑ Site Development Permit ❑ Planned Development Permit ❑ Conditional Use Permit ❑ Variance ❑ Tentative Map ❑ Vesting Tentative Map ❑ Map Waiver ❑ Land Use Plan Amendment • ❑ **Other** _____

Project Title: LA JOLLA CHRISTIAN FELLOWSHIP **Project No. *For City Use Only*:** _____

Project Address: 627 GENTER STREET, LA JOLLA, CA 92037

Specify Form of Ownership/Legal Status (please check):

☒ Corporation ❑ Limited Liability -or- ❑ General – What State? _____ Corporate Identification No C0137654

❑ Partnership ❑ Individual

By signing the Ownership Disclosure Statement, the owner(s) acknowledge that an application for a permit, map or other matter will be filed with the City of San Diego on the subject property with the intent to record an encumbrance against the property. Please list below the owner(s), applicant(s), and other financially interested persons of the above referenced property. A financially interested party includes any individual, firm, co-partnership, joint venture, association, social club, fraternal organization, corporation, estate, trust, receiver or syndicate with a financial interest in the application. If the applicant includes a corporation or partnership, include the names, titles, addresses of all individuals owning more than 10% of the shares. If a publicly-owned corporation, include the names, titles, and addresses of the corporate officers. (A separate page may be attached if necessary.) If any person is a nonprofit organization or a trust, list the names and addresses of **ANY** person serving as an officer or director of the nonprofit organization or as trustee or beneficiary of the nonprofit organization. A signature is required of at least one of the property owners. Attach additional pages if needed. Note: The applicant is responsible for notifying the Project Manager of any changes in ownership during the time the application is being processed or considered. Changes in ownership are to be given to the Project Manager at least thirty days prior to any public hearing on the subject property. Failure to provide accurate and current ownership information could result in a delay in the hearing process.

Property Owner

Name of Individual: ADAM STADTMILLER ☒ Owner ❑ Tenant/Lessee ❑ Successor Agency

Street Address: 627 GENTER STREET

City: LA JOLLA State: CA Zip: 92037

Phone No.: 8582320214 Fax No.: _____ Email: glenda.wheeler49@yahoo.com

Signature: [signature], CEO (see addendum) Date: 3/4/2022

Additional pages Attached: ☒ Yes ❑ No

Applicant

Name of Individual: ARCHITECT MARK LYON, INC. AGENT FOR ☒ Owner ❑ Tenant/Lessee ❑ Successor Agency

Street Address: 410 BIRD ROCK AVENUE

City: LA JOLLA State: CA Zip: 92037

Phone No.: 8584591171 Fax No.: _____ Email: infor@mdla.net

Signature: [signature] Date: 4-20-22

Additional pages Attached: ❑ Yes ☒ No

Other Financially Interested Persons

Name of Individual: _____ ❑ Owner ❑ Tenant/Lessee ❑ Successor Agency

Street Address: _____

City: _____ State: _____ Zip: _____

Phone No.: _____ Fax No.: _____ Email: _____

Signature: _____ Date: _____

Additional pages Attached: ❑ Yes ❑ No

Addendum to City of San Diego Development Services, Ownership Disclosure Statement (DS-318)

Property Owner: The First Baptist Church of La Jolla dba La Jolla Christian Fellowship

Corporation ID: C0137654

Corporate Officers:

Adam Stadtmiller	**Chief Executive Officer**	**c/o 627 Genter Street, La Jolla CA 92037**
Eden Bryant	**Chief Financial Officer**	**c/o 627 Genter Street, La Jolla, CA 92037**
Noelle Hallman	**Secretary**	**c/o 627 Genter Street, La Jolla, CA 92037**

ATTACHMENT 8

Step Two: Select Your Entity

To view the entity detail to ensure you are selecting the **correct** entity, you must click on the entity name below

WARNING: It is your responsibility to select the correct entity. Modifying the record of an incorrect entity may result in civil or criminal liability.

Results of search for Corporation Name keyword "The First Baptist Church of La Jolla" returned 1 entity record (out of 1 record found).

Show 10 entities per page

Narrow search results:

Entity Number	Registration Date	Status	Entity Name	Jurisdiction	Agent for Service of Process
C0137654	01/27/1930	ACTIVE	THE FIRST BAPTIST CHURCH OF LA JOLLA	CALIFORNIA	ANDREA GALLEGOS

Showing 1 to 1 of 1 entities

Previous 1 Next

Modify Search New Search

California Department of Housing and Community Development

TECHNICAL ADVISORY

On the Implementation of AB 2097, Prohibition on Minimum Parking Requirements (Statutes of 2022)

Housing Policy Development Division
January 2025

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SECTION 1. INTRODUCTION

On September 22, 2022, Governor Newsom signed Assembly Bill (AB) 2097 (Chapter 459, Statutes of 2022), which aims to promote more affordable housing solutions and reduce greenhouse gas emissions by removing mandatory parking minimums within one-half mile of major transit stops (with some exceptions) and addressing excess parking spaces that drive up costs. This law took effect on January 1, 2023.

The California Department of Housing and Community Development (HCD) has authority to enforce AB 2097 pursuant to Government Code section 65585, subdivision (j)(12). This technical advisory provides guidance and considerations regarding implementation of AB 2097.

On September 19, 2024, Governor Newsom strengthened these efforts by signing AB 2553 (Chapter 275, Statutes of 2024), which expands the definition of "major transit stop" by increasing the frequency of bus service intervals to 20 minutes or less during peak periods. This portion of the law takes effect January 1, 2025.

In combination, AB 2097 empowers developers and communities to prioritize housing and other development projects near transit hubs, which supports more sustainable and connected communities while addressing California's critical housing and climate challenges.

SECTION 2. KEY PROVISIONS OF AB 2097

The applicable statutory citations that define the provisions of AB 2097 can be found in the following sections of the Government and Public Resources Codes.

	AB 2097	Statute
1	A public agency **shall not impose or enforce any minimum automobile parking requirement** on eligible residential, commercial, or other development projects located within one-half mile of public transit.	Gov. Code, § 65863.2, subd. (a)
2	"**Public transit**" means a "major transit stop" as defined in Public Resources Code section 21155.	Gov. Code, § 65863.2, subd. (e)(5)
3	"**Major transit stop**" is defined in Public Resources Code section 21064.3. A project shall be considered to be within one-half mile of a major transit stop if all parcels within the project have no more than 25 percent of their area farther than one-half mile from the stop and if not more than 10 percent of the residential units, or 100 units, whichever is less, in the project are farther than one-half mile from the stop. Major transit stops that are included in the applicable regional transportation plan also qualify.	Pub. Res. Code, § 21155, subd. (b)
4	"**Major transit stop**" means a site containing any of the following: (a) Existing rail or bus rapid transit station. (b) Ferry terminal served by either a bus or rail transit service. (c) Intersection of two or more major bus routes with a frequency of service interval of 20 minutes or less during the morning and afternoon peak commute periods.	Pub. Res. Code, § 21064.3
5	(a) "**Bus rapid transit**" means a public mass transit service provided by a public agency or by a public private partnership that includes all the following features: (1) Full-time dedicated bus lanes or operation in a separate right-of-way dedicated for public transportation with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. (2) Transit signal priority. (3) All-door boarding. (4) Fare collection system that promotes efficiency. (5) Defined stations. (b) "**Bus rapid transit station**" means a clearly defined bus station served by a bus rapid transit.	Pub. Res. Code, § 21060.2
6	The "**applicable regional transportation plan"** is prepared by a metropolitan planning organization (MPO) as part of the organization's sustainable communities strategy. There are 18 MPOs throughout the state of California.	Pub. Res. Code, § 21155, subd. (a)

SECTION 3. PROJECT SITE ELIGIBILITY

Whether AB 2097 prohibits a public agency from imposing minimum parking requirements on a development project depends on the proposed land use or whether there is a commercial parking agreement in place. For residential projects, the applicability of AB 2097 depends on the type of proposed housing, total number of housing units, and proposed affordability mix.

Table 1. Project Site Eligibility

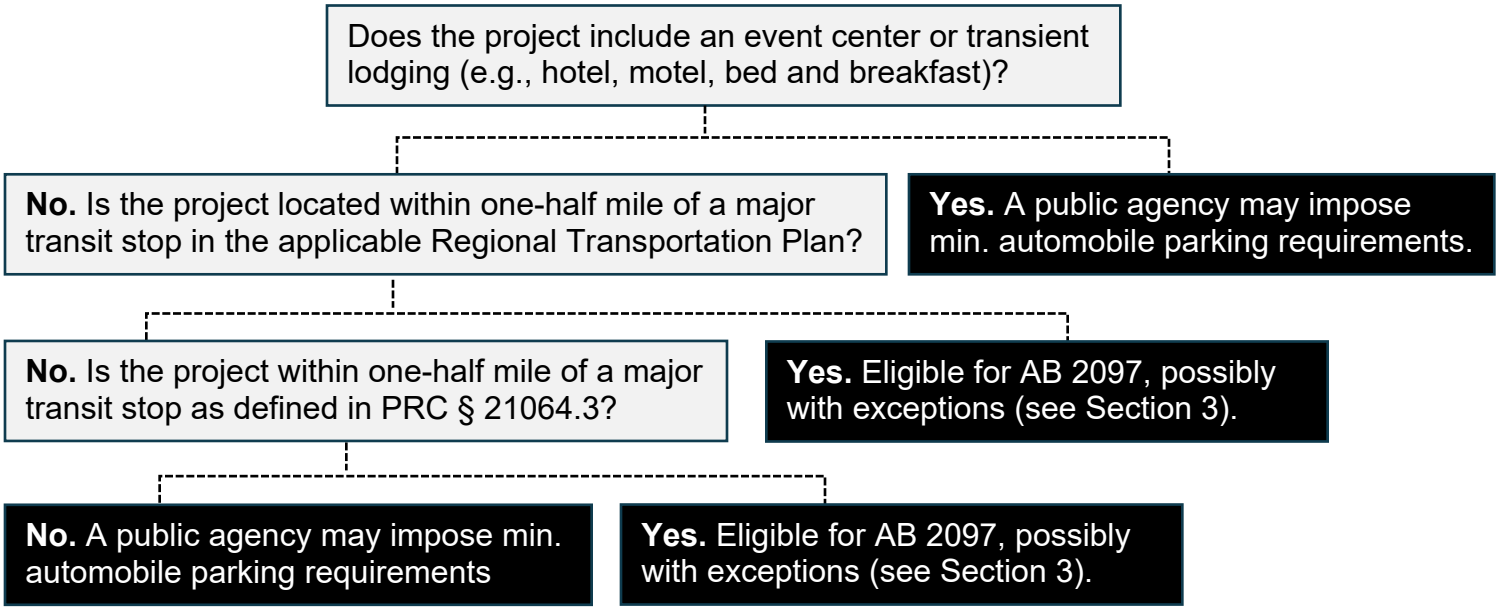
AB 2097 prohibition on minimum parking requirements…	
Does not apply to the following uses or circumstances ➡	▪ **Event centers**.[1] ▪ **Hotel, motel, bed and breakfast inn, or other transient lodging**.[2] ▪ **Commercial parking in a contractual agreement with a public agency,** executed before January 1, 2023.[3]
Applies without exceptions to the following uses ➡	▪ Development containing **fewer than 20 housing units**.[4] ▪ **Affordable, senior, student, or special needs housing**, where at least 20 percent of the total number of units are dedicated to very low-, low-, or moderate-income households, students, the elderly, or persons with disabilities.[5] ▪ Developments subject to **other state law parking reductions**.[6]
Applies with exceptions* to the following uses ➡	▪ **Other residential-only developments**.[7] ▪ **Other mixed-use developments** with at least two-thirds of the square footage designated for residential use.[7] ▪ **Transitional or supportive housing**.[7] ▪ **Commercial and other developments**.[8] ▪ **Residential hotels**, as defined in Health and Safety Code section 50519.[2]

***EXCEPTIONS**. A local public agency can make written findings—supported by a preponderance of evidence—within 30 days of the receipt of a completed application that having no minimum parking requirements would have a substantially negative impact on any of the following:

- **Regional Housing Needs.** The local jurisdiction's ability to meet its share of the regional housing need for low- and very low-income households.[9]
- **Special Housing Needs.** The local jurisdiction's ability to meet housing needs for elderly or persons with disabilities as identified in Government Code section 65583, subdivision (a)(7).[10]
- **Existing Residential or Commercial Parking.** Within 0.5 mile of the development project.[11]

[1] Gov. Code, § 65863.2, subd. (d).
[2] Gov. Code, § 65863.2, subd. (e)(6).
[3] Gov. Code, § 65863.2, subd. (h)(1).
[4] Gov. Code, § 65863.2, subd. (c)(2).
[5] Gov. Code, § 65863.2, subd. (c)(1).
[6] Gov. Code, § 65863.2, subd. (c)(3).
[7] Gov. Code, § 65863.2, subd. (e)(1).
[8] Gov. Code, § 65863.2, subd. (a).
[9] Gov. Code, § 65863.2, subd. (b)(1).
[10] Gov. Code, § 65863.2, subd. (b)(2).
[11] Gov. Code, § 65863.2, subd. (b)(3).

SECTION 4. DETERMINING AB 2097 ELIGIBILITY



SECTION 5. FREQUENTLY ASKED QUESTIONS (FAQS)

Voluntary and Required Parking

1. Can a public agency still require parking in certain circumstances?

Yes, but only in limited situations and only for certain types of projects – see Section 3 (Project Site Eligibility). [12]

2. Is voluntary parking allowed?

Yes. AB 2097 prohibits minimum required parking for qualifying projects but does not impose a maximum parking standard. An applicant may choose to add parking even if they qualify for a full parking exemption under state law, although local jurisdictions may impose a maximum parking requirement. A public agency may require voluntary parking spaces be used for car share vehicles, be made publicly available (e.g., not assigned to a specific use or business), or be charged a parking fee, but cannot require that any voluntary parking is free of charge to residents. [13]

3. Does AB 2097 apply to commercial or other non-residential development?

Yes. AB 2097's prohibition on minimum parking requirements also extends to commercial, industrial, and other non-residential land uses – with exceptions. See Section 3 (Project Site Eligibility). [14]

4. Can a public agency still require accessible or electric vehicle (EV) parking?

Yes, a public agency can still require the same percentage or number of accessible and EV parking spaces as would have otherwise applied if AB 2097 did not apply, based on local and state requirements. AB 2097 does not change (i.e., reduce, eliminate, or preclude enforcement of) the minimum parking requirement for spaces that are accessible for persons with disabilities or provide charging equipment for EVs. [15]

[12] Gov. Code, § 65863.2, subd. (b).
[13] Gov. Code, § 65863.2, subd. (g).
[14] Gov. Code, § 65863.2, subd. (a).
[15] Gov. Code, § 65863.2, subd. (f).

A public agency should be aware that it may eliminate local parking standard requirements and nonetheless require accessible and EV parking, for example, calculated as a percentage of provided parking.

5. Can a public agency still require bicycle parking?

A public agency may require and enforce bicycle parking. AB 2097 applies solely to automobile parking requirements.[16]

Project Eligibility

6. Does AB 2097 only apply to new "ground-up" development projects?

No. In addition to new construction, AB 2097 also applies to changes of use in existing buildings or structures, including the creation or expansion of qualifying uses. See Section 3 above for Project Site Eligibility.

7. Which public agencies does AB 2097 apply to? What about the coastal zone?

AB 2097 defines "public agency" to mean the state or any state agency, board, or commission, any city, county, city and county, including charter cities, or special district, or any agency, board, or commission of the city, county, city and county, special district, joint powers authority, or other political subdivision.[17] AB 2097 applies to public agencies, which includes the Coastal Commission. See memo by the California Coastal Commission, dated June 30, 2023.

8. Can AB 2097 be used to eliminate an existing parking agreement?

Yes, with the exception of contractual commercial parking agreements with a public agency that were executed before January 1, 2023.[18]

Major Transit Stop Eligibility

9. How is the "within one-half mile" distance measured for AB 2097?

The distance to a major transit stop is measured in a straight line from the nearest edge of the parcel containing the proposed project to any point on the parcel or parcels that make up the property upon which a major transit stop is located. See HCD Technical Assistance Letter to the City of San Clemente, dated November 17, 2023. Note: other statutes may measure distance from transit differently from AB 2097.

10. Does any type of existing rail station qualify as a major transit stop?

Any existing rail station – including those without facilities, that are unstaffed or have infrequent or limited service – automatically qualifies as a major transit stop.[19]

11. What is the difference between "major transit stop" and "high quality transit corridor?"

A "high quality transit corridor" is generally more expansive compared to "major transit stop." A "high quality transit corridor" is a bus *corridor* with a fixed-route and service intervals no longer than 15 minutes during peak commute hours.[20] A major transit stop identifies a *point, parcel, or intersection.*

[16] Gov. Code, § 65863.2, subd. (a).
[17] Gov. Code, § 65863.2, subd. (e)(4).
[18] Gov. Code, § 65863.2, subd. (h)(1).
[19] Pub. Res. Code, § 21064.3, subd. (a).
[20] Pub. Res. Code, § 21155, subd. (b)

AB 2097 specifies a site's relationship to a "major transit stop" and not a "high quality transit corridor."

12. What type of ferry terminal qualifies as a major transit stop for AB 2097?

A ferry terminal qualifies as a major transit stop if it is served by either a bus or rail transit service.[21]

Regional Transportation Plan (RTP)

13. What if a location is a "major transit stop" in the current RTP, but does not meet any criteria in Public Resources Code section 21064.3 as a "major transit stop"?

A major transit stop that is included in the applicable RTP qualifies nearby sites for the purposes of AB 2097.[22] The statute does not distinguish between existing and planned major transit stops, nor future changes or improvements. A site that qualifies based on its proximity to a major transit stop that is included in the RTP does not need to meet any criteria in Public Resources Code section 21064.3. See HCD Technical Assistance Letters to the City of Los Angeles, dated November 17, 2023 and March 28, 2024.

14. What if the current RTP identifies a major transit stop that no longer meets any criteria in Public Resources Code section 21064.3?

The RTP remains in effect and binding for AB 2097 eligibility during its applicable time period, including if a major transit stop no longer meets the criteria in Public Resources Code section 21064.3.[22]

Transit Service Frequency

15. Can different bus routes be combined for calculating service frequency?

No, except for "colinear line families" (see Question 16). For the purposes of AB 2097, a major transit stop must have two or more bus routes present, and each route must stop at the intersection with a frequency of service interval of 20 minutes or less during peak morning and afternoon commute periods.

See Section 6 (Peak Period Bus Service Interval Frequency) for HCD recommendation on calculating interval frequency.

16. Can a local and rapid or express bus line schedule be combined for calculating service frequency?

For purposes of applying AB 2097, "colinear line families" (i.e., bus routes that share the same route, such as local and rapid lines) are combined and considered as one service route for service frequency. A line family that creates a loop (e.g., clockwise and counterclockwise service) is also considered one route for service frequency, even if each direction has a unique route number. Line families are intended to function as one bus route, where transit riders typically board the first bus available whether it is a local or rapid/express line, or whether the route loops. Only the intersections where the buses stop with a frequency interval of 20 minutes or less during morning and afternoon peak periods may qualify as major transit stops. Note: to qualify as an intersection of two or more major bus routes, a colinear line family must intersect with another qualifying major bus route that is not part of the line family. See HCD Technical Assistance Letter to the City of Los Angeles, dated March 8, 2024.

[21] Pub. Res. Code, § 21064.3, subd. (b).

[22] Pub. Res. Code, § 21155, subd. (b).

17. Can different bus routes be combined to calculate frequency for the portion of a shared route ("trunk line") but calculated separately where the routes are split?

Aside from colinear line families (see Question 16), each bus route is individually assessed for frequency, including unique bus lines that share the same course for a portion of their route.

SECTION 6. RECOMMENDED METHODOLOGIES

HCD presents the following recommendations to assist local agencies in their implementation of AB 2097. These recommendations, while not required, are intended to facilitate consistent implementation of the law. HCD acknowledges there are certain methodological details absent from the law for which local agencies must necessarily "fill in the gaps" to process development applications. The recommendations in this section are intended to reduce barriers to development due to required parking minimums.

Peak Morning and Afternoon Commute Periods

Where available, HCD recommends public agencies refer to the peak hours in their applicable RTP to account for regional variability. Public Resources Code section 21064.3, subdivision (c) identifies a threshold bus service interval of 20 minutes or less "during the morning and afternoon peak commute periods" but does not indicate definitive ranges of time. The most commonly identified peak hours from a sampling of MPOs and their RTPs were 6:00 to 9:00 am and 3:00 to 7:00 pm (see Figure 1 below).

Figure 1. Sampling of MPO Peak Morning and Afternoon Peak Commute Periods (2024)

	Morning (AM)								Afternoon (PM)							
MPO[23]	**6:00**		**7:00**		**8:00**		**9:00**		**3:00**		**4:00**		**5:00**		**6:00**	
AMBAG																
BCAG																
Fresno COG																
Kern COG																
MTC																
SACOG																
SANDAG																
SBCAG																
SCAG																
Tahoe RPA																
TCAG																

[23] For a full list of MPOs, see https://calcog.org/our-members.

Peak Period Bus Service Interval Frequency

HCD recommends averaging bus service intervals across the combined morning and afternoon peak periods for the purposes of maximizing housing production potential and to account for peak-directional service (e.g., more frequent inbound morning service). The average frequency must be 20 minutes or less across both peak periods. In other words, two or more bus routes must stop at a given location at least 21 times in a seven-hour period to qualify for AB 2097 prohibition on minimum parking requirements. Public Resources Code section 21064.3, subdivision (c) identifies a statutory threshold of "two or more major bus routes with a frequency of service interval of 20 minutes or less" during the morning and afternoon peak commute periods but does not provide a methodology for calculating peak frequency.

Intersections of Two or More Major Bus Routes

HCD recommends that a location or parcel should be considered within one-half mile of a major transit stop if it is served by two or more major bus routes that are within 500 feet of each other (about 0.1 mile) measured in a straight line. Public Resources Code section 21064.3, subdivision (c) identifies an "intersection of two or more major bus routes" as one criterion that may qualify as a major transit stop, but the statute does not provide a definition of "intersection." Based on feedback from MPOs and Caltrans, acceptable distances for a passenger to transfer between transit routes on foot range between 150 feet and 500 feet. Therefore, any two or more unique bus routes that stop within 500 feet walking proximity to one another would be considered "intersecting." See Section 5, Question 9 for measurement of one-half mile distance.

Bus Rapid Transit (BRT) Stations

HCD recommends that a BRT station may qualify as a major transit stop if the station itself is adjacent to a full-time dedicated transit lane, since AB 2097 is based on distance from a major transit stop as opposed to a corridor. Public Resources Code section 21064.2, subdivision (a) defines "major transit stop" to include a site that contains an existing BRT station, which in turn is defined as a bus station served by BRT.[24] In addition to frequent peak service intervals, transit signal priority, and other boarding features, BRT is considered a faster bus-based system because the service includes operation in a full-time dedicated bus lane or separate right-of-way dedicated for public transportation.[25] However, the statute does not indicate whether the entirety of the BRT route, a majority portion of the BRT route, or just the station itself must be within or adjacent to a separate lane from other vehicular traffic.

SECTION 7. LINKS TO OTHER STATE RESOURCES

Please note that the CEQA Site Check map uses Caltrans data, which is updated regularly and may vary in methodology from those recommended in Section 6 above.

- **California Office of Land Use and Climate Innovation (LCI). CEQA Site Check Map**. Layer: Existing Major Transit Stops per Public Resources Code sections 21155 and 21064.3. https://sitecheck.opr.ca.gov/

[24] Pub. Res. Code, § 21060.2, subd. (b).

[25] Pub. Res. Code, § 21060.2, subd. (a).

- **Caltrans. High Quality Transit Stops Online Map**, Layer: “Major Transit Stop.” https://data.ca.gov/dataset/ca-hq-transit-stops
- **California Coastal Commission AB 2097 Memorandum.** https://www.coastal.ca.gov/lcp/mrfcj/housing.html

SECTION 8. AB 2097 STATUTE (GOVERNMENT CODE SECTION 65863.2)

65863.2.

(a) A public agency shall not impose or enforce any minimum automobile parking requirement on a residential, commercial, or other development project if the project is located within one-half mile of public transit.

(b) Notwithstanding subdivision (a), a city, county, or city and county may impose or enforce minimum automobile parking requirements on a project that is located within one-half mile of public transit if the public agency makes written findings, within 30 days of the receipt of a completed application, that not imposing or enforcing minimum automobile parking requirements on the development would have a substantially negative impact, supported by a preponderance of the evidence in the record, on any of the following:

(1) The city’s, county’s, or city and county’s ability to meet its share of the regional housing need in accordance with Section 65584 for low- and very low income households.

(2) The city’s, county’s, or city and county’s ability to meet any special housing needs for the elderly or persons with disabilities identified in the analysis required pursuant to paragraph (7) of subdivision (a) of Section 65583.

(3) Existing residential or commercial parking within one-half mile of the housing development project.

(c) For a housing development project, subdivision (b) shall not apply if the housing development project satisfies any of the following:

(1) The development dedicates a minimum of 20 percent of the total number of housing units to very low, low-, or moderate-income households, students, the elderly, or persons with disabilities.

(2) The development contains fewer than 20 housing units.

(3) The development is subject to parking reductions based on the provisions of any other applicable law.

(d) Notwithstanding subdivision (a), an event center shall provide parking, as required by local ordinance, for employees and other workers.

(e) For purposes of this section:

(1) “Housing development project” means a housing development project as defined in paragraph (2) of subdivision (h) of Section 65589.5.

(2) “Low- and very low-income households” means the same as “lower income households” as defined in Section 50079.5 of the Health and Safety Code.

(3) “Moderate-income households” means the same as “persons and families of moderate income,” as defined in Section 50093 of the Health and Safety Code.

(4) “Public agency” means the state or any state agency, board, or commission, any city, county, city and county, including charter cities, or special district, or any agency, board, or commission of the city, county, city and county, special district, joint powers authority, or other political subdivision.

(5) “Public transit” means a major transit stop as defined in Section 21155 of the Public Resources Code.

(6) “Project” does not include a project where any portion is designated for use as a hotel, motel, bed and breakfast inn, or other transient lodging, except where a portion of a housing development project is designated for use as a residential hotel, as defined in Section 50519 of the Health and Safety Code.

(f) This section shall not reduce, eliminate, or preclude the enforcement of any requirement imposed on a new multifamily residential or nonresidential development that is located within one-half mile of public transit to provide electric vehicle supply equipment installed parking spaces or parking spaces that are accessible to persons with disabilities that would have otherwise applied to the development if this section did not apply.

(g) When a project provides parking voluntarily, a public agency may impose requirements on that voluntary parking to require spaces for car share vehicles, require spaces to be shared with the public, or require parking owners to charge for parking. A public agency may not require that voluntarily provided parking is provided to residents free of charge.

(h) (1) Subdivision (a) shall not apply to commercial parking requirements if it conflicts with an existing contractual agreement of the public agency that was executed before January 1, 2023, provided that all of the required commercial parking is shared with the public. This subdivision shall apply to an existing contractual agreement that is amended after January 1, 2023, provided that the amendments do not increase commercial parking requirements.

(2) A project may voluntarily build additional parking that is not shared with the public.

(i) The Legislature finds and declares that the imposition of mandatory parking minimums can increase the cost of housing, limit the number of available units, lead to an oversupply of parking spaces, and increased greenhouse gas emissions. Therefore, this section shall be interpreted in favor of the prohibition of the imposition of mandatory parking minimums as outlined in this section.

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
DIVISION OF HOUSING POLICY DEVELOPMENT
2020 W. El Camino Avenue, Suite 500
Sacramento, CA 95833
(916) 263-2911 / FAX (916) 263-7453
www.hcd.ca.gov

November 17, 2023

Lisa Webber, AICP, Deputy Director of Project Planning
City of Los Angeles
200 North Spring Street, Suite 525
Los Angeles, CA 90012

Dear Lisa Webber:

RE: Los Angeles AB 2097 Eligibility – Letter of Technical Assistance

HCD received a request for technical assistance from Jeffer Mangles Butler & Mitchell LLP (JMBM) on September 27, 2023, regarding the application of Assembly Bill (AB) 2097 (Chapter 459, Statutes of 2022). AB 2097 limits the ability of a public agency to impose minimum automobile parking requirements for residential, commercial, or other qualifying development projects if they are located within one-half mile of public transit, as defined. The purpose of this letter is to provide technical assistance for the benefit of both the City of Los Angeles (City) and JMBM.

Project Description and Background

HCD understands that the proposed Project,[1] located at 12124 Pacific Avenue, would provide 74 housing units, including 11 units affordable to very low-income households. The Project application, which was submitted on November 10, 2022, was approved by the City Planning Commission on August 23, 2023. After the Project was approved, the applicant became aware of the provisions of Government Code section 65863.2 (i.e., AB 2097). The applicant currently seeks to use this statute as a basis to terminate an existing parking covenant on the property. In email discussions that HCD has reviewed, the City has taken the position that the Project is not eligible under AB 2097 because it relies on a *planned* transit stop, rather than an existing transit stop, to establish eligibility under the law. The City does not dispute that the project site is located within one-half mile of the planned Venice Boulevard/Centinela Avenue major transit stop, as shown in the regional transit plan (RTP) adopted by the Southern California Association of Governments (SCAG).

[1] City permit number CPC-2022-8256-CU-DB-PHP-HCA

Interpretation of AB 2097

Government Code section 65863.2 requires that eligible projects be located within 0.5 miles of "public transit" to qualify for the parking exemption. "Public transit," in this instance, means a "major transit stop" as defined in Section 21155 of the Public Resources Code. The definition of "major transit stop" referenced in Public Resources Code section 21155, subdivision (b), provides the following:

> "A major transit stop is as defined in Section 21064.3, except that, for purposes of this section, *it also includes major transit stops that are included in the applicable regional transportation plan*." (Emphasis added)

Finally, Public Resources Code section 21064.3 defines a major transit stop per the following:

> "Major transit stop" means a site containing any of the following:
>
> (a) An existing rail or bus rapid transit station.
>
> (b) A ferry terminal served by either a bus or rail transit service.
>
> (c) *The intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.* (Emphasis added)

Therefore, the question at hand is: **Can a planned "major transit stop," as identified in an RTP, serve to qualify a site for a parking exemption pursuant to AB 2097, despite the fact that bus service frequency interval cannot yet be observed and therefore verified?**

The answer is "yes," for the following reasons. First, Public Resources Code section 21155, subdivision (b), does not condition the eligibility of planned major transit stops on their current existence. The statute only specifies that the stops be "included" in the applicable region's RTP (in this case, SCAG's). It is presumed that planning documents, by their very nature, will anticipate future infrastructure and conditions that do not yet exist.

Second, it is reasonable to assume that by referencing Public Resources Code section 21155, subdivision (b), the Legislature intended for the law to include both current and planned major transit stops. Had the Legislature intended for the parking exemption to apply only to major transit stops that currently exist, it could have defined applicability using only Public Resources Code section 21064.3.

Conclusion

In summary, HCD finds that the project is within the one-half mile radius of a major transit stop and therefore meets the basic eligibility requirements for a parking exemption under AB 2097. HCD remains committed to supporting the City of Los Angeles in achieving planning objectives and hopes the City finds this clarification helpful. If you have questions or need additional information, please contact David Ying at david.ying@hcd.ca.gov.

Sincerely,

Shannan West
Housing Accountability Unit Chief

LA JOLLA CHRISTIAN FELLOWSHIP

ATTACHMENT 11

A CUSTOM COMMERCIAL CONDITIONAL USE PERMIT PACKAGE

GENERAL NOTES

1. THESE PLANS AND ALL WORK SHALL COMPLY WITH THE CALIFORNIA BUILDING STANDARDS CODE FOUND IN THE STATE OF CALIFORNIA TITLE 24 CCR AS AMENDED AND ADOPTED BY THE CITY OF SAN DIEGO.
2. SHOULD THERE BE OMISSIONS, OR SHOULD DISCREPANCIES BE FOUND TO EXIST BETWEEN THE DRAWINGS AND SPECIFICATIONS, OR ANY PARTS OF EITHER, OR SHOULD THE LANGUAGE OF ANY PART OF THE CONTRACT PROVE TO BE AMBIGUOUS OR DOUBTFUL, THE CONTRACTOR SHALL NOTIFY THE ARCHITECT, WHO WILL DECIDE AS TO THE TRUE INTENT AND MEANING. SHOULD THE CONTRACTOR FAIL TO GIVE SUCH NOTIFICATION, IN WRITING, AND PROCEED WITH THE WORK SO AFFECTED, WITHOUT RECEIVING PROPER INSPECTIONS FROM THE ARCHITECT, HE SHALL DO SO AT HIS OWN RISK, AND HE SHALL REMOVE AND REPLACE THE WORK SO AS TO BE IN COMPLIANCE WITH THE ARCHITECTS INSTRUCTIONS. THE COSTS OF REPLACING SAID WORK, AND OF ANY DAMAGES OR DEFECTS WHICH RESULT, SHALL BE PAID BY THE CONTRACTOR.
3. WHERE THE WORDS "EQUAL", "EQUIVALENT", "SATISFACTORY", "DIRECTED", "DESIGNATED", "SELECTED", "AS REQUIRED", AND WORDS OF SIMILAR MEANING ARE USED, THE WRITTEN APPROVAL, SELECTION, SATISFACTION, DIRECTION, OR SIMILAR ACTION OF THE ARCHITECT IS REQUIRED.
4. PROPOSITION D: THE HIGHEST POINT OF THE ROOF, EQUIPMENT, OR ANY VENT, PIPE, ANTENNA OR OTHER PORJECTION SHALL NOT EXCEED 30 FEET ABOVE GRADE.

CAL GREEN NOTES

1. CAL GREEN APPLIES TO ALL NEW RESIDENTIAL OCCUPANCIES INCLUDING LOW RISE AND HIGH RISE BUILDINGS. IT ALSO APPLIES TO ALL RESIDENTIAL ALTERATIONS AND ADDITIONS WHERE THE ALTERATION OR ADDITION INCREASES THE BUILDING'S CONDITIONAL AREA, VOLUME OR SIZE. THE REQUIREMENTS APPLY ONLY TO WITHIN THE SPECIFIC AREA OF THE ALTERATION OR ADDITION.
2. A CERTIFICATION COMPLETED AND SIGNED BY EITHER THE GENERAL CONTRACTOR OR SUBCONTRACTOR, OR THE BUILDING OWNER CERTIFYING THAT THE PAINT, STAIN, AND ADHESIVES, COMPLIES WITH THE REQUIREMENTS OF THE CALIFORNIA GREEN BUILDING CODE. A COPY OF THE FORM CAN BE OBTAINED FROM THE DEVELOPMENT SERVICES DEPARTMENT.
3. A PLUMBING FIXTURE CERTIFICATION MUST BE COMPLETED AND SIGNED BY EITHER A LICENSED GENERAL CONTRACTOR, OR A PLUMBING SUBCONTRACTOR, OR THE BUILDING OWNER CERTIFYING THE FLOW RATE OF THE FIXTURES INSTALLED. A COPY OF THE CERTIFICATION CAN BE OBTAINED FROM THE DEVELOPMENT SERVICES DEPARTMENT.
4. AUTOMATIC IRRIGATION SYSTEMS CONTROLLERS INSTALLED AT THE TIME OF FINAL INSPECTION SHALL BE WEATHER BASED.
5. JOINTS AND OPENINGS, ANNULAR SPACES AROUND PIPES, ELECTRIC CABLES, CONDUITS, OR OTHER OPENINGS IN PLATES AT EXTERIOR WALLS SHALL BE PROTECTED AGAINST THE PASSAGE OF RODENTS BY CLOSING SUCH OPENINGS WITH CEMENT MORTAR, CONCRETE MASONRY OR SIMILAR METHOD ACCEPTABLE TO THE ENFORCING AGENCY.
6. A MINIMUM OF 50 PERCENT OF THE CONSTRUCTION WASTE GENERATED AT THE SITE IS DIVERTED TO RECYCLE OR SALVAGE PER CGBSC SECTION 4.408.1 AND CITY ORDINANCE.
7. DUCT OPENINGS AND OTHER RELATED AIR DISTRIBUTION COMPONENT OPENINGS SHALL BE COVERED DURING CONSTRUCTION.
8. ADHESIVES, SEALANTS AND CAULKS SHALL BE COMPLIANT WITH VOC AND OTHER TOXIC COMPOUND LIMITS.
9. PAINTS, STAINS AND OTHER COATINGS SHALL BE COMPLIANT WITH VOC LIMITS.
10. AEROSOL PAINTS AND COATINGS SHALL BE COMPLIANT WITH PRODUCT WEIGHTED MIR LIMITS FOR VOC AND OTHER TOXIC COMPOUNDS.
11. DOCUMENTATION SHALL BE PROVIDED TO VERIFY THAT COMPLIANT VOC LIMIT FINISH MATERIALS HAVE BEEN USED. A LETTER FROM THE CONTRACTOR AND OR THE BUILDING OWNER CERTIFYING WHAT MATERIAL HAS BEEN USED AND ITS COMPLIANCE WITH THE CODE MUST BE SUBMITTED TO THE BUILDING INSPECTOR.
12. CARPET AND CARPET SYSTEMS SHALL BE COMPLIANT WITH VOC LIMITS. A LETTER FROM THE CONTRACTOR AND OR THE BUILDING OWNER CERTIFYING WHAT MATERIAL HAS BEEN USED AND ITS COMPLIANCE WITH THE CODE MUST BE SUBMITTED TO THE BUILDING INSPECTOR.
13. EIGHTY PERCENT OF FLOOR AREA RECEIVING RESILIENT FLOORING SHALL COMPLY WITH ONE OR MORE OF THE FOLLOWING:
    A. VOC-EMISSION LIMITS DEFINED IN THE COLLABORATIVE FOR HIGH PERFORMANCE SCHOOLS (CHPS) HIGH PERFORMACE PRODUCTS DATABASE.
    B. PRODUCTS COMPLIANT WITH THE CHPS CRITERIA CERIFIED UNDER THE GREENSWARD CHILDREN E SCHOOL PROGRAM.
    C. CERIFICATION UNDER THE RESILIENT FLOOR COVERING INSTITUTE (RFCI) FLOORSCORE PROGRAM.
    D. MEET THE CALIFORNIA DEPARTMENT OF PUBLIC HEALTH, "STANDARD METHOD FOR THE TESTING AND EVALUATION OF VOLATILE ORGANIC CHEMICAL EMISSIONS FROM INDOOR SOURCES USING ENVIRONMENTAL CHAMBERS," VERSION 1.1, FEBRUARY 2010 (ALSO KNOWN AS SPECIFICATION 01350)
14. THE MOISTURE CONTENT OF THE BUILDING MATERIALS USED IN WALL AND FLOOR FRAMING IS CHECKED BEFORE ENCLOSURE. MOISTURE CONTENT SHALL BE VERIFIED BY EITHER A PROBE TYPE OR CONTACT TYPE MOISTURE METER. A CERTIFICATE OF COMPLIANCE INDICATING DATE OF TEXT, LOCATION AND RESULTS ISSUED BY THE FRAMER, SUBCONTRACTOR OR GENERAL CONTRACTOR MUST BE SUBMITTED TO THE BUILDING INSPECTOR.
15. PER 2016 GREEN CODE SEC 4.506.1 MECHANICAL EXHAUST FANS WITH EXHAUST DIRECTLY FROM BATHROOMS SHALL COMPLY WITH THE FOLLOWING:
    A. FANS SHALL BE ENERGY STAR COMPLIANT AND BE DUCTED TO TERMINATE OUTSIDE THE BUILDING.
    B. UNLESS FUNCTIONING IS A COMPONENT OF A WHOLE HOUSE VENTILATION SYSYTEM, FANS MUST BE CONTROLLED BY A HUMIDISTAT WHICH SHALL BE READILY ACCESSIBLE. HUMIDISTAT CONTROLS SHALL BE CAPABLE OF ADJUSTMENT BETWEEN A RELATIVE HUMIDITY RANGE OF 50 TO 80 PERCENT.
16. BUILDING MATERIALS WITH VISIBLE SIGNS OF WATER DAMAGE SHALL NOT BE INSTALLED. WALLS AND FLOOR FRAMING SHALL NOT BE ENCLOSED WHEN FRAMING MEMBERS EXCEED 18% MOISTURE CONTENT.
17. HARDWOOD PLYWOOD, PARTICLEBOARD, MEDIUM DENSITY FIBERBOARD (MDF), COMPOSITE WOOD PRODUCT USED ON THE INTERIOR OR EXTERIOR OF THE BUILDING SHALL MEET THE REQUIREMENTS FOR FORMALDEHYDE AS SPECIFIED IN ARB'S AIR TOXIC CONTROL MEASURE FOR COMPOSITE WOOD AS SPECIFIED IN SECTION 4.504.5 AND TABLE 4.504.5 OF CALGREEN.
18. A CERTIFICATION COMPLETED AND SIGNED BY THE GENERAL CONTRACTOR, SUBCONTRACTOR OR BUILDING OWNER CERTIFYING THAT THE RESILIENT FLOORING, COMPOSITE WOOD PRODUCT, PLYWOOD, PARTICLE BOARD, ETC. COMPLY WITH THE VOC LIMITS AND FORMALDEHYDE LIMITS SPECIFIED IN THE NOTES ABOVE AND THE CALIFORNIA GREEN BUILDING CODE.
19. BEFORE FINAL INSPECTION, A COMPLETE OPERATION AND MAINTENANCE MANUAL SHALL BE PROVIDED TO THE BUILDING OCCUPANT OR OWNER. CONTRACTOR SHALL SUBMIT AN AFFIDAVIT THAT CONFIRMS THE DELIVERY OF THE MAINTENANCE MANUAL.
20. AN OWNER MANUAL CERTIFICATE SHOULD BE COMPLETED AND SIGNED BY EITHER A LICENSED GENERAL CONTRACTOR OR A HOME OWNER CERTIFYING THAT A COPY OF THE MANUAL HAS BEEN DELIVERED/RECIEVED TO THE BUILDING OWNER. A COPY OF THE CERTIFICATION FORM CAN BE OBTAINED FROM THE DEVELOPMENT SERVICES DEPARTMENT. THE MANUAL SHALL INCLUDE IN ADDITION TO OTHER ASPECTS THE FOLLOWING:
    A. DIRECTION TO THE BUILDING OWNER OR OCCUPANT THAT THE MANUAL SHALL REMAIN WITH THE BUILDING FOR THROUGHOUT THE LIFECYCLE OF THE STRUCTURE.
    B. OPERATION AND MAINTENANCE INSTRUCTIONS FOR THE FOLLOWINGS:
    C. EQUIPMENT AND APPLIANCES, NCLUDING WATER-SAVING DEVICES AND SYSTEMS, HVAC SYSTEMS, WATER-HEATING SYSTEMS AND OTHER MAJOR APPLIANCES AND EQUIPMENT.
    D. ROOF AND YARD DRAINAGE, NCLUDING GUTTERS AND DOWNSPOUTS.
    E. SPACE CONDITIONING SYSTEMS, NCLUDING CONDENSERS AND AIR FILTERS.
    F. LANDSCAPE AND IRRIGATION SYSTEMS.
    G. WATER RE-USE SYSTEMS.
    H. INFORMATION FROM LOCAL UTILITY, WATER AND WASTE RECOVERY PROVIDERS ON METHODS TO FURTHER REDUCE RESOURCE CONSUMPTION, NCLUDING RECYCLE PROGRAMS AND LOCATIONS.
    I. PUBLIC TRANSPORTATION AND /OR CARPOOL AVAILABLE IN THE AREA.
    J. EDUCATIONAL MATERIAL ON THE POSITIVE IMPACTS OF AN INTERIOR RELATIVE HUMIDITY BETWEEN 30-60 PERCENT AND WHAT METHODS AN OCCUPANT MAY USE TO MANTAIN SUCH HUMIDITY LEVELS.
    K. INFORMATION ABOUT WATER-CONSERVATION LANDSCAPE AND IRRIGATION DESIGN AND CONTROLLERS WHICH CONSERVE WATER.
    L. INSTRUCTIONS FOR MANTAINING GUTTERS AND DOWNSPOUTS AND THE IMPORTANCE OF DIVERTING WATER AT LEAST 5 FEET AWAY FROM FOUNDATION.
    M. INFORMATION ON REQUIRED ROUTNE MAINTENANCE MEASURES, NCLUDING, BUT NOT LIMITED TO CAULKING, PAINTING GRADING AROUND THE BUILDING, ETC.
    N. INFORMATION ABOUT STATE SOLAR ENERGY AND NCENTIVE PROGRAMS AVAILABLE.
    O. A COPY OF ALL SPECIAL INSPECTION VERIFICATIONS REQUIRED BY THE ENFORCING AGENCY OR THIS CODE.
21. THESE PLANS AND ALL WORK SHALL COMPLY WITH THE CALIFORNIA BUILDING STANDARDS CODE FOUND IN THE STATE OF CALIFORNIA TITLE 24 CCR AS AMENDED AND ADOPTED BY THE CITY OF SAN DIEGO.
22. SHOULD THERE BE OMISSIONS, OR SHOULD DISCREPANCIES BE FOUND TO EXIST BETWEEN THE DRAWINGS AND SPECIFICATIONS, OR ANY PARTS OF EITHER, OR SHOULD THE LANGUAGE OF ANY PART OF THE CONTRACT PROVE TO BE AMBIGUOUS OR DOUBTFUL, THE CONTRACTOR SHALL NOTIFY THE ARCHITECT, WHO WILL DECIDE AS TO THE TRUE INTENT AND MEANING. SHOULD THE CONTRACTOR FAIL TO GIVE SUCH NOTIFICATION, IN WRITING, AND PROCEED WITH THE WORK SO AFFECTED, WITHOUT RECEIVING PROPER INSPECTIONS FROM THE ARCHITECT, HE SHALL DO SO AT HIS OWN RISK, AND HE SHALL REMOVE AND REPLACE THE WORK SO AS TO BE IN COMPLIANCE WITH THE ARCHITECTS INSTRUCTIONS. THE COSTS OF REPLACING SAID WORK, AND OF ANY DAMAGES OR DEFECTS WHICH RESULT, SHALL BE PAID BY THE CONTRACTOR.
23. WHERE THE WORDS "EQUAL", "EQUIVALENT", "SATISFACTORY", "DIRECTED", "DESIGNATED", "SELECTED", "AS REQUIRED", AND WORDS OF SIMILAR MEANING ARE USED, THE WRITTEN APPROVAL, SELECTION, SATISFACTION, DIRECTION, OR SIMILAR ACTION OF THE ARCHITECT IS REQUIRED.
24. PROPOSITION D: THE HIGHEST POINT OF THE ROOF, EQUIPMENT, OR ANY VENT, PIPE, ANTENNA OR OTHER PORJECTION SHALL NOT EXCEED 30 FEET ABOVE GRADE.

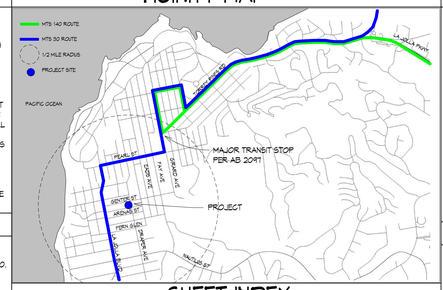
ELECTRICAL NOTES

1. ALL ELECTRICAL WORK SHALL COMPLY WITH THE 2019 CALIFORNIA ELECTRICAL CODE.
2. ALL OUTDOOR LIGHTING SHALL COMPLY WITH THE CITY OF SAN DIEGO LIGHTING POLLUTION ORDINANCE.
3. ALL INTERIOR LIGHTING SYSTEMS SHALL COMPLY WITH CALIFORNIA ENERGY COMMISSION STANDARDS.
4. SMOKE ALARMS SHALL RECEIVE THEIR PRIMARY POWER FROM THE BUILDING WIRING PROVIDED THAT SUCH WIRING IS SERVED FROM A COMMERCIAL SOURCE AND SHALL BE EQUIPPED WITH A BATTERY BACK-UP. SMOKE ALARMS WITH INTEGRAL STROBES THAT ARE NOT EQUIPPED WITH A BATTERY BACKUP SHALL BE CONNECTED TO AN EMERGENCY ELECTRICAL SYSTEM. SMOKE ALARMS SHALL EMIT A SIGNAL WHEN THE BATTERIES ARE LOW. WIRING SHALL BE PERMANENT AND WITHOUT A DISCONNECTING SWITCH OTHER THAN AS REQUIRED FOR OVERCURRENT PROTECTION.
5. WHERE MORE THAN ONE SMOKE ALARM IS REQUIRED TO BE INSTALLED WITHIN AN INDIVIDUAL DWELLING UNIT THE ALARM DEVICES SHALL BE INTERCONNECTED IN SUCH A MANNER THAT THE ACTIVATION OF ONE ALARM WITH ACTIVATE ALL OF THE ALARMS IN THE INDIVIDUAL UNIT. THE ALARM SHALL BE CLEARLY AUDIBLE IN ALL BDRMS. OVER BACKGROUND NOISE LEVELS WITH ALL INTERVENING DOORS CLOSED.
6. ALL SMOKE ALARMS SHALL BE LISTED IN ACCORDANCE WITH UL 2034 AND CARBON MONOXIDE DETECTORS PER UL 2075. INSTALL CARBON MONOXIDE ALARMS AND DETECTORS PER CRC R315, NFPA 720 AND MANUFACTURER'S INSTALLATION INSTRUCTIONS.
7. CARBON MONOXIDE ALARMS SHALL NOT BE BATTERY OPERATED AND SHALL RECEIVE THEIR PRIMARY POWER FROM THE BUILDING WIRING IN ACCORDANCE WITH SECTION R315.1.1
8. ADDITIONAL SMOKE ALARMS SHALL BE PROVIDED AT THE TOP OF EACH STAIRWAY LANDING AND SHALL BE PROVIDED IN ALL HABITABLE SPACES EXCEPT KITCHENS.

MECHANICAL NOTES

1. THESE PLANS AND ALL WORK SHALL COMPLY WITH THE CALIFORNIA BUILDING STANDARDS CODE FOUND IN STATE OF CALIFORNIA TITLE 24 CCR AS AMENDED AND ADOPTED BY THE CITY OF SAN DIEGO.
2. SHOWERS AND TUB/SHOWER COMBINATIONS SHALL BE PROVIDED WITH MIXING VALVES PER CPC SEC. 420.0.
3. PERMANENT VACUUM BREAKERS SHALL BE PROVIDED AT ALL HOSE BIBBS.
4. FLOOR DRAINS OR SIMILAR TRAPS DIRECTLY CONNECTED TO THE DRAINAGE SYSTEM AND SUBJECT TO NFREQUENT USE SHALL BE PROVIDED WITH AN APPROVED AUTOMATIC MEANS OF MAINTAINING THEIR WATER SEALS.
5. INSULATION MATERIAL SHALL MEET THE CALIFORNIA QUALITY STANDARDS PER ENERGY EFFICIENCY STANDARDS SEC. 118.
6. DOORS AND WINDOWS SHALL MEET THE MINIMUM INFILTRATION REQUIREMENTS PER ENERGY EFFICIENCY STANDARDS SEC. 116.
7. ALL PIPING AND DUCTWORK SHALL BE INSULATED CONSISTENT WITH THE REQUIREMENTS OF ENERGY EFFICIENCY STANDARDS SEC. 118, 123, 124 AND CMC TABLE 6-D AS APPLICABLE.
8. ALL HVAC SYSTEMS SHALL MEET THE CONTROL REQUIREMENTS OF ENERGY EFFICIENCY STANDARDS SEC. 112, 122 AS APPLICABLE.
9. ALL HVAC EQUIPMENT AND APPLIANCES SHALL MEET THE REQUIREMENTS OF ENERGY EFFICIENCY STANDARDS SEC. 111, 115, 120-124 AS APPLICABLE.
10. 15SERVICE WATER HEATING SYSTEMS AND EQUIPMENT SHALL COMPLY WITH ENERGY EFFICIENCY STANDARDS SEC. 113.
11. SWIMMING POOL AND SPA HEATING SYSTEMS AND EQUIPMENT SHALL COMPLY WITH ENERGY EFFICIENCY STANDARDS SEC. 114.
12. SMOKE DETECTORS SHALL BE PROVIDED AT SUPPLY AIR DUCTS OF AIR MOVING SYSTEMS EXCEEDING 2000 CFM PER CMC SEC. 608.
13. PERMANENT LADDER/ACCESS TO ROOF MOUNTED EQUIPMENT SHALL COMPLY WITH CMC SEC. 307.
14. BUILDING DRAIN AND VENT PIPING MATERIALS SHALL COMPLY WITH CPC SEC. 701.0.
15. ALL SANITARY SYSTEM MATERIALS SHALL BE LISTED BY AN APPROVED LISTING ASENCY.
16. CHEMICAL WASTE PIPING SHALL COMPLY WITH CPC SEC. 811.0.
17. ALL STORAGE WATER HEATING EQUIPMENT SHALL BE PROVIDED WITH AN APPROVED, LISTED EXPANSION TANK OR OTHER DEVICE DESIGNED FOR INTERMITTENT OPERATION FOR THERMAL EXPANSION CONTROL PER CPC SEC. 608.3.
18. CROSS CONNECTION PROTECTION SHALL BE PROVIDED AT ALL POTABLE WATER SUPPLIED APPLIANCES AND EQUIPMENT EXCEPT THOSE SPECIFIC ITEMS LISTED IN INFORMATION BULLETIN 103.
19. WATER HEATERS SHALL BE ANCHORED OR STRAPPED TO RESIST HORIZONTAL DISPLACEMENTS DUE TO SEISMIC MOTION PER CPC SEC. 510.5.
20. MATERIALS EXPOSED WITHIN A DUCT OR PLENUM SHALL COMPLY WITH CMC SEC. 601.1.3.
21. HVAC EQUIPMENT AND WATER HEATERS SHALL COMPLY WITH CMC CHAP. 3.
22. MEDIUM PRESSURE GAS PIPING SHALL BE LABELED EVERY FIVE FEET.
23. MECHANICAL VENTILATION, WHEN REQUIRED IN RESIDENTIAL BATHROOMS AND LAUNDRY ROOMS AS APPLICABLE PER CRC SEC. 1203.3, SHALL PROVIDE A MINIMUM OF FIVE AIR CHANGES PER HOUR AND BE ROUTED TO THE EXTERIOR.
24. ALL WATER CLOSETS SHALL HAVE AN EFFECTIVE FLUSH VOLUME OF NOT MORE THAN 1.28 GALLONS PER FLUSH. TANK TYPE WATER CLOSET SHALL BE CERTIFIED TO THE PERFORMANCE CRITERIA OF THE U.S. EPA WATERSENSE SPECIFICATION OF TANK-TYPE TOILETS.
25. URINALS SHALL HAVE AN EFFECTIVE FLUSH VOLUME NO TO EXCEED 0.5 GALLONS PER FLUSH. SHOWER HEADS; SINGLE SHOWER HEADS SHALL HAVE A MAXIMUM FLOW RATE OF NOT MORE THAN 2.0 GALLONS PER MINUTE AT 80 PSI. MULTIPLE SHOWER HEADS WHEN SERVED BY A SINGLE VALVE, SHALL HAVE A COMBINED FLOW RATE NOT TO EXCEED 2.0 GALLONS PER MINUTE.
26. FAUCETS, RESIDENTIAL LAVATORY FAUCETS SHALL HAVE A MAXIMUM RATE OF 1.2 GALLONS PER MINUTE AT 60 PSI AND A MIN. FLOW RATE OF NOT LESS THAN 0.8 GALLONS PER MINUTE AT 20 PSI.
27. KITCHEN FAUCETS SHALL HAVE A MAXIMUM FLOW RATE OF 1.8 GALLONS PER MINUTE AT 60 PSI. KITCHEN FAUCETS MAY TEMPORARILY INCREASE THE FLOW RATE TO A MAXIMUM OF 2.2 GALLONS AT 60 PSI BUT MUST DEFAULT BACK TO THE 1.8 GALLONS PER MINUTE.
28. FAUCET IN COMMON AND PUBLIC USE AREAS (OUTSIDE OF DWELLINGS OR SLEEPING UNITS) IN RESIDENTIAL BUILDINGS MUST HAVE A MAXIMUM FLOW RATE OF 0.5 GALLONS PER MINUTE AT 60 PSI.
29. METERING FAUCETS (WHEN INSTALLED IN RESIDENTIAL BUILDINGS MUST NOT DELIVER MORE THAN 0.25 GALLONS PER CYCLE.
30. PER 2016 GREEN CODE SEC 4.503.1 ANY INSTALLED GAS FIREPLACE SHALL BE A DIRECT-VENT SEALED-COMBUSTION TYPE. ANY INSTALLED WOODSTOVE OR PELLET STOVE SHALL COMPLY WITH U.S. EPA PHASE II EMISSION LIMITS WHERE APPLICABLE. WOODSTOVES, PELLET STOVES AND FIREPLACES ALSO COMPLY WITH APPLICABLE LOCAL ORDINANCES.
31. STATE HEALTH AND SAFETY CODE SEC. 17921.9 BANS THE USE OF CHLORINATED POLYVINYL CHLORIDE (CPVC) FOR INTERIOR WATER SUPPLY PIPING.
32. ALL ABS AND PVC PIPING AND FITTINGS SHALL BE ENCLOSED WITHIN WALLS AND FLOORS COVERED WITH TYPE X GYP. BD. OR SIMILAR ASSEMBLIES THAT PROVIDE THE SAME LEVEL OF FIRE PROTECTION. PROTECTION OF MEMBRANE PENETRATIONS IS NOT REQUIRED.
33. SHOWER COMPARTMENTS AND BATHTUBS WITH INSTALLED SHOWER HEADS SHALL BE FINISHED WITH A NONABSORBENT SURFACE THAT EXTENDS TO A HEIGHT OF NOT LESS THAN 6 FEET ABOVE THE FLOOR.
34. ALL PLUMBING FIXTURES AND FITTNGS ALL BE WATER CONSERVING AND WILL COMPLY WITH THE 2016 CGBSC SEC. 4.303.1.
35. PER 2016 CGBSC SEC. 4.303.2, PLUMBING FIXTURES (WATER CLOSETS AND URINALS) AND FITTNGS (FAUCETS AND SHOWERHEADS) SHALL BE INSTALLED IN ACCORDANCE WITH THE CALIFORNIA PLUMBING CODE (CPC) AND TABLE 1401.1 OF THE CPC.
36. ATTIC/UNDERFLOOR INSULATION MUST COMPLY WITH SECTIONS 904, 905, AND 906 OF THE CALIFORNIA MECHANICAL CODE (CMC).
37. PROVIDE A WATERTIGHT PAN OF CORROSION RESISTANT MATERIAL BENEATH THE WATER HEATER, WITH A MINIMUM 3/4" DIAMETER DRAIN LINE TO THE DRAIN FOR WATER HEATERS LOCATED IN THE ATTIC
38. ENERGY EFFICIENT APPLIANCES WILL BE USED

VICINITY MAP



SHEET INDEX

SHEET #	SHEET TITLE
CS001	TITLE SHEET
C 1	TOPO SURVEY
C 01	PRELIMINARY GRADING PLAN
C 02	PRELIMINARY GRADING PLAN
L1	LANDSCAPE CONCEPT PLAN
A 001	SITE PLAN
AD 101	AS-BUILT & DEMO 1ST FLOOR PLAN
AD 102	AS-BUILT & DEMO 2ND FLOOR PLAN
A 101	PROPOSED 1ST FLOOR PLAN
A 102	PROPOSED 2ND FLOOR PLAN
A 103	3RD FLOOR PLAN / LOWER ROOF PLAN
A 107	UPPER ROOF PLAN
A 201	EAST ELEVATION
A 202	SOUTH ELEVATION
A 203	WEST ELEVATION
A 204	NORTH ELEVATION
A 301	BUILDING SECTIONS
A 302	BUILDING SECTIONS
A 601	DOOR AND WINDOW SCHEDULES

BUILDING DEPARTMENT INFORMATION

MODEL BUILDING CODES: THIS PROJECT WILL COMPLY WITH THE FOLLOWING BUILDING CODES AND ASSOCIATED CITY OF SAN DIEGO AMENDMENTS:

2022 CALIFORNIA BUILDING CODE (CBC)
2022 CALIFORNIA GREEN BUILDING STANDARDS CODE (CAL GREEN)
2022 CALIFORNIA ELECTRICAL CODE (NEC)
2022 CALIFORNIA MECHANICAL CODE (CMC)
2022 CALIFORNIA PLUMBING CODE (CPC)
2022 CALIFORNIA FIRE CODE (CFC)
2022 CALIFORNIA BUILDING ENERGY EFFICIENCY STRANDARDS (CBEES)
2022 CALIFORNIA HISTORICAL BUILDING CODE (CHBC)

THIS PROJECT DOES NOT PROPOSE ANY CHANGES TO THE USE OR OCCUPANCY

EXISTING USE: COMMERCIAL SERVICES USE - RELIGIOUS ASSEMBLY
PROPOSED USE: COMMERCIAL SERVICES USE - RELIGIOUS ASSEMBLY
OCCUPANCY TYPE: A-3 (NONSEPARATED OCCUPANCY CLASSIFICATION)
TYPE OF CONSTRUCTION: TYPE VA (SPRINKLERED)
FIRE SPRINKLERS: NO ☐ YES ☒ NFPA 13
EXISTING FACILITY ALLOWABLE OCCUPANT LOAD PER CBC: 900
CHANGE IN ALLOWABLE OCCUPANT LOAD: + 88
PROPOSED TOTAL FACILITY ALLOWABLE OCCUPANT LOAD: 988

BUILDING HEIGHT

THIS PROJECT DOES PROPOSE CHANGES TO THE BUILDING HEIGHT

ALLOWABLE BUILDING HEIGHT PER CBC TABLE 504.3: 60'-0"
ALLOWABLE BUILDING HEIGHT PER CITY ZONING: 30'-0"
BUILDING HEIGHT: EXISTING: 20'-8" PROPOSED: 24'-0"

THIS PROJECT DOES PROPOSE CHANGES TO THE NUMBER OF STORIES

ALLOWABLE NUMBER OF STORIES PER CBC TABLE 504.4: 3
ALLOWABLE NUMBER OF STORIES PER CITY ZONING: 3
NUMBER OF STORIES: EXISTING: 2 PROPOSED: 3

BUILDING AREA

THIS PROJECT DOES PROPOSE CHANGES TO THE BUILDING AREA

ALLOWABLE AREA PER CBC TABLE 506.2: A-3: 34,500 SQ. FT.
TOTAL GROSS BUILDING AREA: EXISTING: 2,340 SQ. FT. PROPOSED: 4,266 SQ. FT.

PROJECT TEAM

ARCHITECT:
ARCHITECT MARK D. LYON, INC.
410 BIRD ROCK AVENUE
LA JOLLA, CA 92037
PHONE #: (858) 459-1171

SURVEYOR AND CIVIL ENGINEER:
CHRISTENSEN ENGINEERING AND SURVEYING
788 SILVERTON AVE. SUITE J
SAN DIEGO, CA 92126
PHONE #: (858) 271-9901

LANDSCAPE ARCHITECT:
TODD FRY LANDSCAPE ARCHITECTS
7820 PRINCESS STREET
LA JOLLA, CA 92037
PHONE #: (858) 454-8005

ADDITIONAL INFORMATION

PLANNING AREA:
☒ COMMUNITY PLAN AREA: LA JOLLA
☐ SPECIFIC PLAN AREA: NONE
☐ BUSINESS IMPROVEMENT DISTRICT: NONE
☐ PRIME INDUSTRIAL LAND
☐ PROPOSITION A LANDS: NONE
☐ SAN DIEGO PROMISE ZONE
☐ CENTRAL URBANIZED PLANNED DISTRICT

OVERLAY ZONES:
☐ AIRPORT APPROACH OVERLAY ZONE
☐ AIRPORT ENVIRONS OVERLAY ZONE
☐ AIRPORT LAND USE COMPATIBILITY OVERLAY ZONE
☐ CLAIREMONT MESA HEIGHT LIMIT OVERLAY ZONE
☒ COASTAL HEIGHT LIMIT OVERLAY ZONE
☒ COASTAL OVERLAY ZONE
☐ COASTAL OVERLAY ZONE FIRST PUBLIC ROADWAY
☐ COMMUNITY PLAN IMPLEMENTATION OVERLAY ZONE
☐ MISSION TRAILS DESIGN DISTRICT
☐ MOBILE HOME PARK OVERLAY ZONE
☒ PARKING IMPACT OVERLAY ZONE
☐ RESIDENTIAL TANDEM PARKING OVERLAY ZONE
☐ SENSITIVE COASTAL OVERLAY ZONE
☒ TRANSIT AREA OVERLAY ZONE
☐ URBAN VILLAGE OVERLAY ZONE

TRANSPORTATION:
☐ PARKING STANDARDS TRANSIT PRIORITY AREA
☒ TRANSIT PRIORITY AREA
☒ AFFORDABLE HOUSING PARKING DEMAND: MEDIUM

AIRPORTS:
☐ ALUCP AIRPORT INFLUENCE AREA (AIA)
☐ ALUCP NOISE CONTOURS
☐ ALUCP SAFETY ZONE
☐ FAA PART 77 NOTICING AREA

HISTORIC AND CULTURAL RESOURCES
☐ LA JOLLA SHORES ARCHAEOLOGICAL STUDY AREA
☒ CULTURAL SENSITIVITY AREA: MODERATE
☒ PALEONTOLOGICAL SENSITIVITY AREA: LOW
☐ DESIGNATED HISTORIC DISTRIC: NONE
☐ DESIGNATED HISTORIC RESOURCE: NONE

ENVIRONMENTALLY SENSITIVE LANDS:
☐ MULTIPLE HABITAT PLANNING AREA
☐ SENSITIVE VEGETATION
☐ VERNAL POOLS
☐ NON-COASTAL WETLANDS
☐ COASTAL WETLANDS
☐ COASTAL BLUFF
☐ COASTAL BEACH
☐ STEEP HILLSIDE
☐ SPECIAL FLOOD HAZARD AREA

FIRE:
☐ BRUSH MANAGEMENT: NONE
☐ VERY HIGH FIRE HAZARD SEVERITY ZONE

GEOLOGY AND SOILS:
☐ ALQUIST-PRIOLO EARTHQUAKE FAULT ZONE
☐ EARTHQUAKE FAULT BUFFERS
☒ GEOLOGIC HAZARD CATAGORY: 53
☒ ELEVATION CONTOUR 5 FEET (1988)
MIN: 110 MAX: 115
☒ SLOPES 25% OR GREATER (1988)

HYDROLOGY
☒ WATERSHED: PENASQUITOS
☒ WATERSHED SUBAREA: SCRIPPS
☐ ENVIRONMENTALLY SENSITIVE AREA
☐ AREAS OF SPECIAL BIOLOGICAL SIGNIFICANCE

DETAILED SCOPE OF WORK

PROPOSED CONDITIONAL USE PERMIT FOR THE FOLLOWING:

PROPOSED ADDITIONS AND RENOVATIONS TO EXISTING EDUCATION BUILDING AND SITE IMPROVEMENTS, CONSISTING OF THE FOLLOWING:

- 592 SQ. FT. ADDITION TO 1ST FLOOR
- 592 SQ. FT. ADDITION TO 2ND FLOOR
- 504 SQ. FT. ADDITION TO 3RD FLOOR

2,340 SQ. FT. OF INTERIOR RENOVATIONS (EXISTING BUILDING)

502 SQ. FT. OF NEW OCCUPIED ROOF DECK

PROPOSED SITE IMPROVEMENTS, CONSISTING OF:

NEW EXTERIOR ACCESS STAIRS

TOTAL SCOPE OF WORK AREA: 4,802 SQ. FT.
* ASSESSABLE AREA: 1,788 SQ. FT. NEW AREA

PROJECT INFORMATION

PROJECT NAME: LA JOLLA CHRISTIAN FELLOWSHIP
OWNER NAME: THE FIRST BAPTIST CHURCH OF LA JOLLA
OWNER ADDRESS: 627 GENTER STREET
LA JOLLA, CA 92037

PROJECT ADDRESS: 627 GENTER STREET
LA JOLLA, CA 92037

ZONE: RM-1-1
ASSESSORS PARCEL NUMBER: 351-112-13-00
MAP NUMBER: 987
LOT NUMBER: S AND 1/2 OF LOT 2

LEGAL DESCRIPTION: LOT 3 & 1/2 OF LOT 2, MAP# 987 F.T. SCRIPPS ADDITION TO LA JOLLA PARK
A.P.N.: 351-112-13-00

LOT SIZE: 20, 988 SQ FT (0.481 ACRES)
ALLOWABE F.A.R.: 0.75% = 15,741 SQ. FT.
PROPOSED F.A.R.: 0.71% = 14,840 SQ. FT.

VARIANCE ON PROPERTY: NO ☒ YES ☐
EASEMENT ON PROPERTY: NO ☒ YES ☐
POTENTIALLY HISTORIC: NO ☐ YES ☒
YEAR BUILT: 1950 (FELLOWSHIP HALL), 1954 (SANCTUARY & EDUCATION BUILDING)

SETBACKS:	REQUIRED (CITY)	ACTUAL
FRONT:	MIN: 15', STD: 20'	(E) 41'-5"
STREET SIDE:	10'	(E) 15'-0"
SIDE YARD:	MIN: 5', STD: 8'	(E) 5'

LEGEND

PROPERTY LINE/TM BNDRY

EXISTING CONTOUR

EXISTING GAS LINE — G — G —

EXISTING SEWER LINE — S — S —

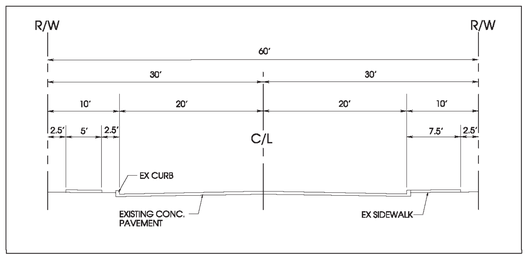
EXISTING WATER LINE — W — W —

PROPOSED BUILDING ADDITION

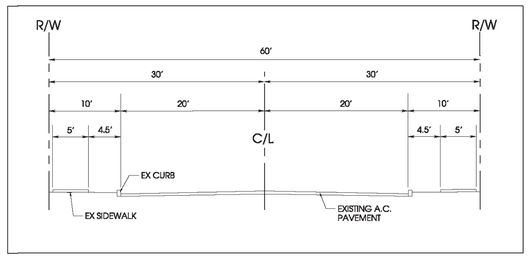
PROPOSED CURB RAMP

PROPOSED CONCRETE ALLEY TO BE REPLACED

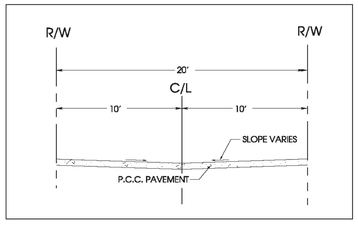
PROPOSED 2" BACKFLOW PREVENTER (RP)



GENTER STREET
NOT TO SCALE



DRAPER AVENUE
NOT TO SCALE



TYPICAL SECTION
ALLEY
NOT TO SCALE

COASTAL DEVELOPMENT PERMIT
PTS NO. 1055455

LEGAL DESCRIPTION:

LOT 3 AND THE EASTERLY HALF OF LOT 2 AND THE EASTERLY ONE-HALF OF LOT 4 IN BLOCK 11, OF F.T. SCRIPPS ADDITION TO LA JOLLA PARK, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 897, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, JULY 22, 1903

BENCHMARK

CITY OF SAN DIEGO BENCHMARK LOCATED AT THE SOUTHEASTERLY CORNER OF GENTER STREET AND DRAPER AVENUE. ELEVATION 112.604' MEAN SEA LEVEL (N.G.V.D. 1929).

NOTES

1. THE SOURCE OF THE TOPOGRAPHIC INFORMATION SHOWN HEREON IS FROM A PHOTOGRAMMETRIC SURVEY BY CHRISTENSEN ENGINEERING & SURVEING DATED APRIL 18, 2023 AND ENHANCED SURVEY DATED FEBRUARY 20, 2022.
2. THE ASSESSOR PARCEL NUMBERS FOR THIS PROPERTY ARE : 351-112-13-00 & 351-112-14-00.
3. THE TOTAL AREA OF THE SUBJECT PROPERTY IS 0.48 ACRES.
4. THE PROPOSED USE IS COMMERCIAL.
5. THE SUBJECT PROPERTY IS SERVED BY SANITARY SEWER LATERALS AND WATER SERVICES CONNECTED TO CITY OF SAN DIEGO MAINS.
6. PRIOR TO THE ISSUANCE OF ANY CONSTRUCTION PERMIT, THE OWNER/PERMITTEE SHALL INCORPORATE ANY CONSTRUCTION BMP'S NECESSARY TO COMPLY WITH CHAPTER 14, ARTICLE 2, DIVISION 1 (GRADING REGULATIONS) OF THE SAN DIEGO MUNICIPAL CODE, INTO THE CONSTRUCTION PLANS OR SPECIFICATIONS.
7. PRIOR TO THE ISSUANCE OF ANY CONSTRUCTION PERMIT THE OWNER/PERMITTEE SHALL SUBMIT A WATER POLLUTION CONTROL PLAN (WPCP). THE WPCP SHALL BE PREPARED IN ACCORDANCE WITH THE GUIDELINES IN PART 2 CONSTRUCTION BMP STANDARDS CHAPTER 4 OF THE CITY'S STORM WATER STANDARDS.
8. SITE IMPERVIOUS SURFACE RUNOFF WILL BE DIRECTED TO LANDSCAPED AREAS BEFORE DISCHARGING FROM THE SITE.
9. FOR LANDSCAPE AND HARDSCAPE, SEE LANDSCAPE PLAN.
10. AN ENCROACHMENT MAINTENANCE AND REMOVAL AGREEMENT WILL BE REQUIRED FOR PRIVATE EXISTING BACKFLOW PREVENTER ON THE RIGHT OF WAY.
11. ALL PROPOSED PUBLIC IMPROVEMENTS SHALL BE IN ACCORDANCE WITH CURRENT CITY STANDARDS AT THE TIME OF THEIR CONSTRUCTION.

REGISTERED PROFESSIONAL ENGINEER — ANTONY K. CHRISTENSEN — No. 54021 Exp. 12-31-25 — CIVIL — STATE OF CALIFORNIA

APRIL 19, 2024

ANTONY K. CHRISTENSEN, RCE 54021 LS 7508 — Date

CE &S CHRISTENSEN ENGINEERING & SURVEYING
CIVIL ENGINEERS LAND SURVEYORS
7888 SILVERTON AVENUE, SUITE "J", SAN DIEGO, CALIFORNIA 92126
TELEPHONE: (858) 271-9901 EMAIL: ceands@aol.com

Prepared By:

CHRISTENSEN ENGINEERING & SURVEYING
7888 SILVERTON AVENUE, SUITE "J"
SAN DIEGO, CA 92126
PHONE (858)271-9901

Project Address:

627 GENTER STREET
LA JOLLA, CA 92037

Revision 5:
Revision 4:
Revision 3:
Revision 2:
Revision 1: 4-19-24 ADDRESS CITY COMMENTS

Project Name:

LA JOLLA CHRISTIAN FELLOWSHIP

Original Date: DECEMBER 16, 2023

Sheet Title:

Sheet 1 of 2 Sheets

PRELIMINARY GRADING PLAN

C01

JN A2023-59

ARCHITECT MARK D. LYON, INC.
410 BIRD ROCK AVE., LA JOLLA CA 92037 (858) 459-1171 INFO@MDLA.NET

LA JOLLA CHRISTIAN FELLOWSHIP
627 GENTER STREET
LA JOLLA, CA 92037

REVISIONS:

SUBMITTAL DATE: 12/20/2023

PHASE: CUP

PROJECT NUMBER: 2118

REVIEWED BY: MDL

DRAWN BY: KJL / RH

DATE: 12/20/2023

SHEET TITLE: PRELIM. GRADING PLAN

C01

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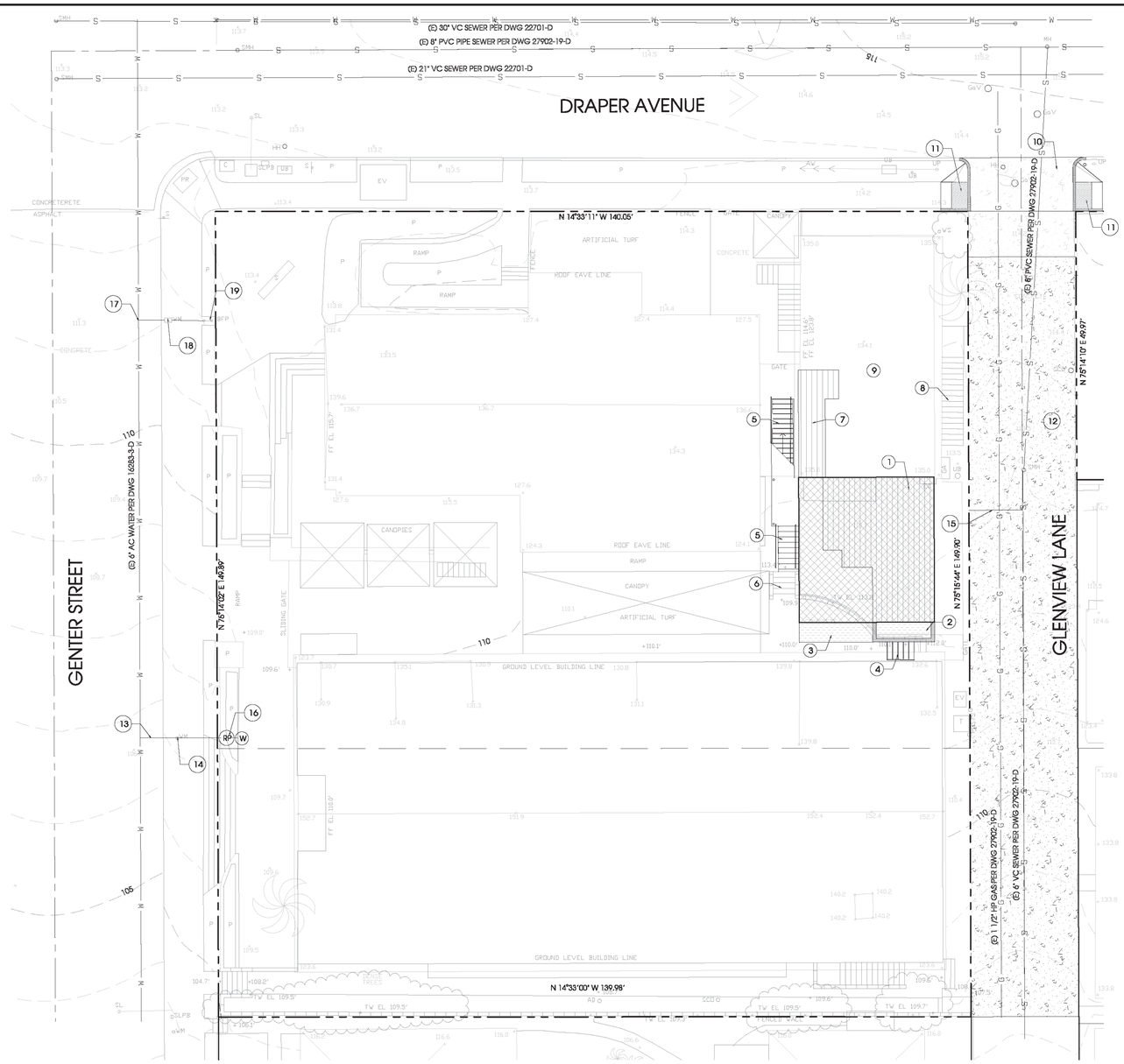

COASTAL DEVELOPMENT PERMIT
PTS NO. 1055455

CONSTRUCTION NOTES

1. PROPOSED 3-STORY ADDITION TO EDUCATION BUIDING
2. PROPOSED PLANTER AREA
3. PROPOSED AT-GRADE PLANTING AREA
4. EXISTING STEPS TO REMAIN
5. PROPOSED STAIRS
6. REMOVE PORTION OF EXISTING RETAINING WALL AND STAIRS FOR NEW ADDITION
7. PROPOSED STAIRS TO ROOFTOP DECK
8. REPLACE STAIR IN-KIND
9. EXISTING 2-STORY EDUCATION BUILDING
10. EXISTING ALLEY APRON
11. REPLACE CURB RAMP PER CITY STANDARD
12. REPLACE CONCRETE ALLEY PER CITY STANDARD
13. EXISTING 2" WATER SERVICE FOR 645 GENTER TO REMAIN
14. EXISTING WATER METER BOX AND 2" WATER METER # 15186178
15. EXISTING SEWER LATERAL TO REMAIN
16. PROPOSED 2" BACK FLOW PREVENTER PER CITY STANDARD
17. EXISTING 3/4" WATER SERVICE FOR 645 GENTER TO REMAIN
18. EXISTING WATER METER BOX AND 3/4" WATER METER # 17139588
19. EXISTING 3/4" BACKFLOW PREVENTER, EMRA REQUIRED

GRADING DATA

AREA OF SITE - 0.48 AC (20,980 SF)
AREA OF SITE TO BE GRADED 0.0207 AC (900 SF)
PERCENT OF SITE TO BE GRADED 4.3%
AREA OF SITE WITH SLOPES GREATER THEN 25% - 0.0
PERCENT OF SITE WITH SLOPES GREATER THEN 25% - 0%

NO ENVIRONMENTALLY SENSITIVE LANDS EXIST ONSITE

AMOUNT OF CUT - 25 C.Y.
AMOUNT OF FILL - 0 C.Y.
AMOUNT OF EXPORT - 25 C.Y.
MAXIMUM HEIGHT OF FILL SLOPE - N/A
MAXIMUM DEPTH OF FILL UNDER BUILDING FOOTPRINT - 0'
MAXIMUM DEPTH OF FILL OUTSIDE OF BUILDING FOOTPRINT - 0'
MAXIMUM DEPTH OF CUT SLOPE - N/A
MAXIMUM DEPTH OF CUTUNDER BUILDING FOOTPRINT - 4.5'
MAXIMUM DEPTH OF CUT OUTSIDE OF BUILDING FOOTPRINT - 0'

EARTHWORK IS APPROXIMATE

EXISTING IMPERVIOUS AREA: 17,500 SF (83.4%)
PROPOSED CREATED/REPLACED IMPERVIOUS AREA: 17,500 SF (83.4%)

REGISTERED PROFESSIONAL ENGINEER
ANTONY K. CHRISTENSEN
No. 54021
Exp. 12-31-25
CIVIL
STATE OF CALIFORNIA

APRIL 19, 2025
ANTONY K. CHRISTENSEN, RCE 54021 — Date

Prepared By:

CHRISTENSEN ENGINEERING & SURVEYING
7888 SILVERTON AVENUE, SUITE "J"
SAN DIEGO, CA 92126
PHONE (858)271-9901

Project Address:

627 GENTER STREET
LA JOLLA, CA 92037

Revision 5:
Revision 4:
Revision 3:
Revision 2:
Revision 1: 4-19-24 ADDRESS CITY COMMENTS

Project Name:

LA JOLLA CHRISTIAN FELLOWSHIP

Original Date: DECEMBER 16, 2023

Sheet Title:

Sheet 2 of 2 Sheets

PRELIMINARY GRADING PLAN

C02

JN A2020-132

ARCHITECT MARK D. LYON, INC.
410 BIRD ROCK AVE., LA JOLLA CA 92037 (858) 459-1171 INFO@MDLA.NET

LA JOLLA CHRISTIAN FELLOWSHIP
627 GENTER STREET
LA JOLLA, CA 92037

REVISIONS:

SUBMITTAL DATE: 12/20/2023
PHASE: CUP
PROJECT NUMBER: 2118
REVIEWED BY: MDL
DRAWN BY: KJL / RH
DATE: 12/20/2023
SHEET TITLE: PRELIM. GRADING PLAN Copy 1

C02

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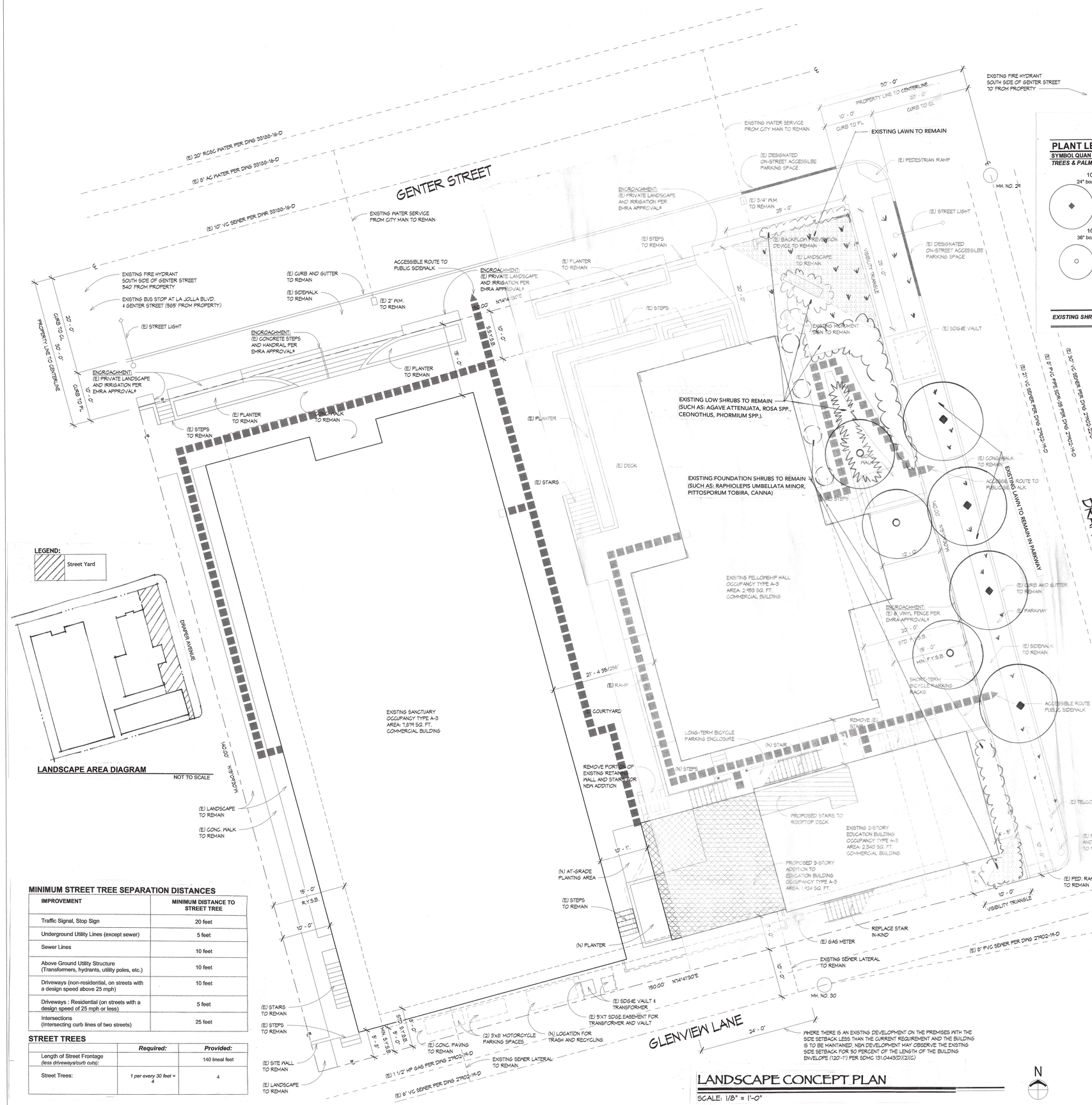


LEGEND:

Street Yard

LANDSCAPE AREA DIAGRAM

NOT TO SCALE

MINIMUM STREET TREE SEPARATION DISTANCES

IMPROVEMENT	MINIMUM DISTANCE TO STREET TREE
Traffic Signal, Stop Sign	20 feet
Underground Utility Lines (except sewer)	5 feet
Sewer Lines	10 feet
Above Ground Utility Structure (Transformers, hydrants, utility poles, etc.)	10 feet
Driveways (non-residential, on streets with a design speed above 25 mph)	10 feet
Driveways : Residential (on streets with a design speed of 25 mph or less)	5 feet
Intersections (Intersecting curb lines of two streets)	25 feet

STREET TREES

	Required:	Provided:
Length of Street Frontage *(less driveways/curb cuts):*		140 lineal feet
Street Trees:	*1 per every 30 feet =* 4	4

PLANT LEGEND

LA JOLLA CHRISTIAN FELLOWSHIP — 2/22/22

SYMBOL	QUAN	SIZE	BOTANICAL NAME	COMMON NAME	FORM/FUNCTION	SIZE AT MATURITY
TREES & PALMS						
	4	100% 24" box	***SUCH AS:***	***STREET TREE***		20' h. x 20' w.
			CASSIA LEPTOPHYLLA	GOLDEN MEDALLION		
			MAGNOLIA GRANDIFLORA 'LITTLE GEM'	SOUTHERN MAGNOLIA		
			METROSIDEROS SPP.	NEW ZEALAND CHRISTMAS TREE		
			RHUS LANCEA	AFRICAN SUMAC		
			TABEBUIA IMPETIGINOSA	PINK TRUMPET TREE		
			TRISTANIA LAURINA 'ELEGANT'	ELEGANT WATER GUM		
			ULMUS PARVIFLORA	CHINESE ELM		
	3	100% 36" box	***SUCH AS:***	***CANOPY TREE***		20' h. x 20' w.
			AGONIS FLEXUOSA	PEPPERMINT WILLOW		
			ARBUTUS MARINA	STRAWBERRY TREE		
			CASSIA LEPTOPHYLLA	GOLD MEDALLION TREE		
			CITRUS SPP.	CITRUS		
			GEIJERA PARVIFOLIA	AUSTRALIAN WILLOW		
			LEPTOSPERMUM PETERSONII	LEMON-SCENTED TEA TREE		
			METROSIDEROS SPP.	NEW ZEALAND CHRISTMAS TREE		
			OLEA EUROPAEA, FRUITLESS	OLIVE TREE, FRUITLESS		
			TRISTANIA LAURINA 'ELEGANT'	ELEGANT WATER GUM		
			VITEX PURPUREA TRIFOLIA 'FASCINATION'	PURPLE FASCINATION VITEX		
EXISTING SHRUBS			TO REMAIN: ALL EXISTING PLANT MATERIALS IN STREET YARD TO REMAIN.			

LANDSCAPE CALCULATIONS: STREET YARD PLANTING REQUIREMENTS*

	Required:	Provided:
Street Yard:		
Total Area:		2261 s.f.
Planting Area:	565 s.f. *(25% of total Street Yard)*	1657 s.f.
Plant Points:	113 points *(0.05 per total s.f.)*	150 points
Points Achieved through Trees:	113 points *(100% required points)*	150 points

* PER SDCMC TABLE 142-04C

PLANTING & IRRIGATION NOTES

1. All required landscaping designated per 142.0410: PREVIOUSLY CONFORMING PROPERTIES LANDSCAPE REQUIREMENTS: 2 (D): 1 to 49 percent, the development is subject to the full requirements for street trees and the street yard for new development.
2. All required landscaping shall be maintained in a disease, weed, and litter free condition at all times.
3. The permittee or subsequent owners are responsible for the long-term maintenance of all landscape areas consistent with the City of San Diego Land Development Manual Landscape Standards.
4. Irrigation systems are to be installed in accordance with the criteria and standards of the City of San Diego Landscape Ordinance section 142.0403 and the City of San Diego Land Development Manual Landscape Standards.
5. All Landscape and Irrigation shall conform to the standards of the City-Wide Landscape Regulations, The City of San Diego Land Development Manual Landscape Standards and other Landscape related City and Regional standards.
6. Irrigation System: Combination of Low-water Emission spray heads and Drip Irrigation system.
7. All canopy trees shall be provided with 40 s.f. root zone and planted in an air and water permeable landscape area. The minimum dimension (width) of this area shall be 5 feet.
8. Tree root barriers shall be installed where trees are placed within 5 feet of public improvements, including walks, curbs, or street pavement or where new public improvements are placed adjacent to existing trees. The root barrier will not wrap around root ball.
9. No trees or shrubs whose height will be 3'-0" at maturity shall be retained or installed within 5 feet of any publicly maintained water facilities or within 10 feet of any publicly maintained sewer facilities.
10. Existing trees to remain on site within the area of work will be protected in place. The following protection measures shall be provided:
    a) Bright yellow or orange temporary fencing to be placed around existing trees at the drip line.
    b) Stockpiling, topsoil disturbance, vehicular use, and material storage of any king is prohibited within the drip line.
    c) A tree watering schedule shall be maintained and documented during construction.
    d) All damaged trees shall be replaced with tree of equal or greater size.
11. Mulch: All required planting areas and all exposed soil areas without vegetation shall be covered with mulch to a minimum depth of 3 inches, excluding slopes requiring revegetation per SDMC 142.04111.
12. No obstruction including solid walls in the visibility area(s) shall exceed 3 feet in height. Plant material, other than trees, within the public right-of-way that is located within visibility areas shall not exceed 36 inches in height, measured from lowest grade abutting the plant material to the top of the plant material.

LANDSCAPE CONCEPT PLAN

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

N

PREPARED BY:

NAME: TODD FRY LANDSCAPE ARCHITECTS
ADDRESS: 7920 PRINCESS STREET
LA JOLLA, CA 92037
PHONE#: 858.459.8005

PROJECT NAME:

LA JOLLA CHRISTIAN FELLOWSHIP
627 GENTER STREET
LA JOLLA, CA 92037

SHEET TITLE

LANDSCAPE CONCEPT PLAN

REVISION 10:
REVISION 9:
REVISION 8:
REVISION 7:
REVISION 6:
REVISION 5:
REVISION 4:
REVISION 3:
REVISION 2:
REVISION 1: 4/12/2024

ORIGINAL DATE: 2/22/2022

SHEET 5 OF 18

DEP#:

PREPARED BY

TFLA
TODD FRY LANDSCAPE ARCHITECTS

7920 PRINCESS ST.
LA JOLLA, CA 92037
858.459.8005

PROJECT NAME

LA JOLLA CHRISTIAN FELLOWSHIP
Neighborhood Development Permit

PROJECT ADDRESS

627 GENTER STREET
LA JOLLA, CA 92037

DATE: FEBRUARY 22, 2022

DESIGN/DRAWING: TF/JP

DRAWING SCALE: SEE DWGS

REVISIONS:

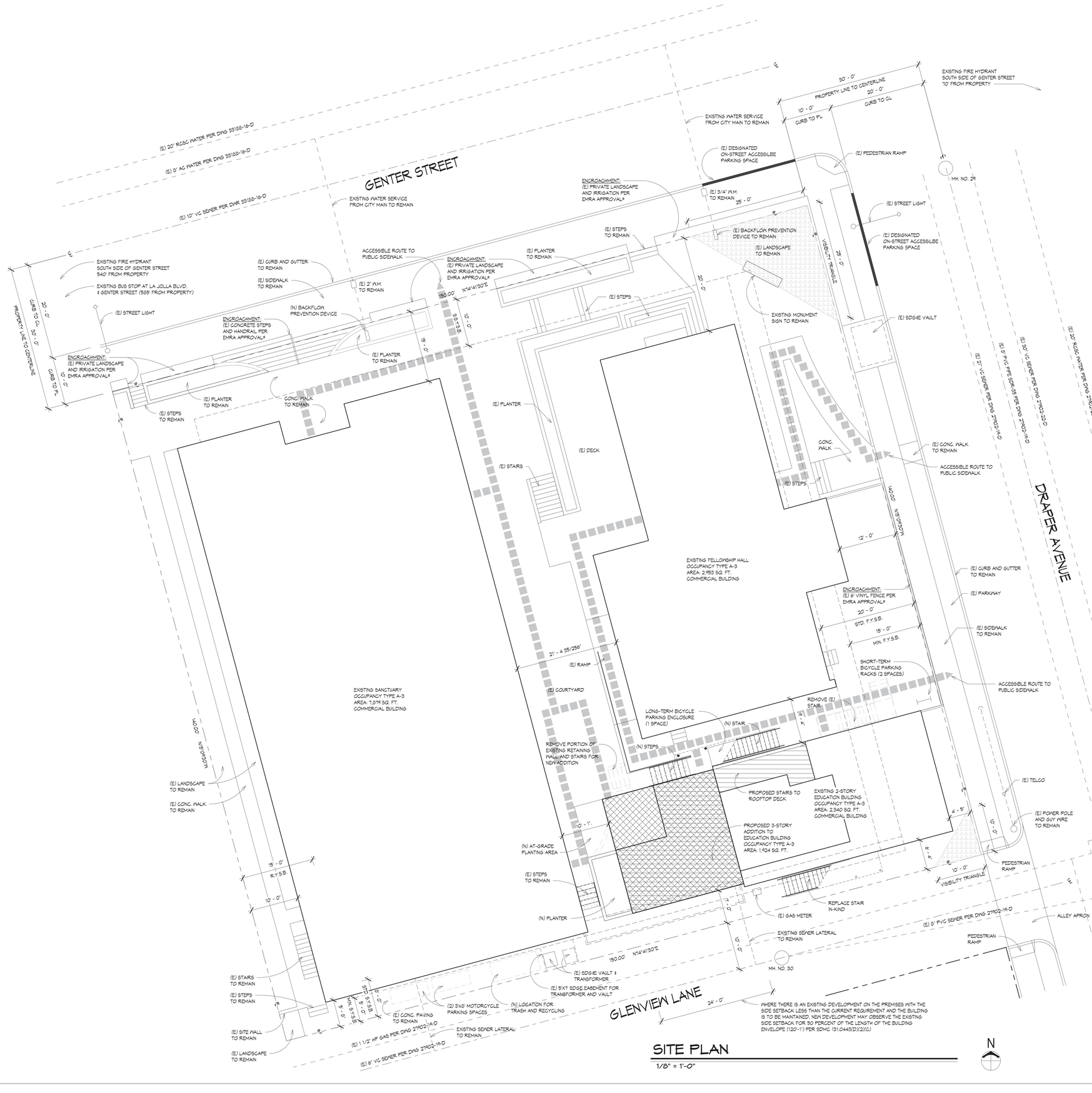
REVISION 1: 4/12/2024
REVISION 2:
REVISION 3:
REVISION 4:
REVISION 5:
REVISION 6:
REVISION 7:
REVISION 8:

SHEET TITLE

LANDSCAPE CONCEPT PLAN

L1

SHEET ___ OF ___



SITE PLAN

1/8" = 1'-0"

SITE PLAN NOTES

1. PROVIDE BUILDING ADDRESS NUMBERS VISIBLE AND LEGIBLE FRONT THE STREET OR ROAD FRONTING THE PROPERTY PER FHPS POLICY P-00-6 (UFC 901.4.4)
2. THIS PROJECT MUST COMPLY WITH THE MUNICIPAL CODE REQUIREMENTS FOR MAXIMUM HEIGHT OF THE STRUCTURE NOT TO EXCEED 30 FEET (SDMC, SECTIONS 131.0444 AND 132.0505) HIGHEST POINT ON ROOF EQUIPMENT, PIPE, VENT, ANTENNA OR OTHER PROJECTION SHALL NOT EXCEED 30 FEET ABOVE GRADE.
3. EXISTING SITE DRAINAGE PATTERN TO REMAIN. NO ADDITIONAL RUNOFF TO PUBLIC RIGHT-OF-WAY
4. LIGHTING SHALL BE UNOBTRUSIVE AND SHIELDED SO AS NOT TO FALL EXCESSIVELY ON ADJACENT PROPERTIES.
5. ALL OF THE PROPERTY NOT USED OR OCCUPIED BY STRUCTURES, UNPLANTED RECREATIONAL AREAS, WALKS AND DRIVEWAYS SHALL BE LANDSCAPED AND MAY INCLUDE NATIVE MATERIALS, AND IN NO CASE SHALL THIS LANDSCAPED AREA BE LESS THAN 30 PERCENT OF THE TOTAL PARCEL AREA
6. STORM WATER FROM DOWNSPOUTS AND IMPERVIOUS AREAS MUST BE ROUTED TO EITHER LANDSCAPE AREAS OR PLANTER BOXES PRIOR TO REACHING THE PUBLIC DRAIN SYSTEM.
7. ALL EXISTING AND PROPOSED EASEMENT HAVE BEEN SHOWN ON THE SITE PLAN.
8. PRIOR TO THE ISSUANCE OF ANY CONSTRUCTION PERMIT, THE OWNER/PERMITEE SHALL SUBMIT A WATER POLLUTION CONTROL PLAN (WPCP). THE WPCP SHALL BE PREPARED IN ACCORDANCE WITH GUIDELINES IN PART 2 CONSTRUCTION BMP STANDARDS CHAPTER 4 OF THE CITY'S STORM WATER STANDARDS.
9. VISIBILITY TRIANGLE AREAS: NO OBSTRUCTION INCLUDING SOLID WALLS IN THE VISIBILITY AREA SHALL EXCEED 3 FEET IN HEIGHT, PER SDMC SECTION 142.0409(b)(2). PLANT MATERIAL, OTHER THAN TREES, LOCATED WITHIN THE VISIBILITY AREAS OR THE ADJACENT PUBLIC RIGHT-OF-WAY SHALL NOT EXCEED 36 INCHES IN HEIGHT, MEASURED FROM THE LOWEST GRADE ABUTTING THE PLANT MATERIAL TO THE TOP OF THE PLANT MATERIAL.

IMPERVIOUS AREA & EARTHWORK QUANTITIES

TOTAL DISTURBANCE AREA: 900 SQ. FT.
EXISTING AMOUNT OF IMPERVIOUS AREA: 17,500 SQ. FT.
PROPOSED AMOUNT OF REPLACED IMPERVIOUS AREA: 900 SQ. FT.
TOTAL IMPERVIOUS AREA: 17,500 SQ. FT.

EARTHWORK QUANTITIES:
CUT QUANTITIES: 25 CYD
FILL QUANTITIES: 0 CYD
IMPORT/EXPORT: 25 CYD
MAX. CUT DEPTH: 4.5 FT
MAX. FILL DEPTH: 0 FT

THIS PROJECT PROPOSES TO EXPORT 25 CUBIC YARDS OF MATERIAL FROM THIS SITE. ALL EXPORT MATERIAL SHALL BE DISCHARGED TO A LEGAL DISPOSAL SITEE IN ACCORDANCE WITH THE 2018 GREENBOOK AND SUPPLEMENTAL AMMENDMENTS. THE APPROVAL OF THIS PROJECT DOES NOT ALLOW PROCESSING AND SAL OF THE MATERIAL. ALL SUCH ACTIVITIES REQUIRE A SEPARATE CONDITIONAL USE PERMIT.

IF THE BUILDING INSPECTOR SUSPECTS FILL, EXPANSIVE SOILS OR ANY GEOLOGIC NSTABILITY BASED UPON OBSERVATION OF THE FOUNDATION EXCAVATION, A SOILS OR GEOLOGICAL REPORT, AND RESUBMITTAL OF PLANS TO PLAN CHECK TO VERIFY THAT REPORT RECOMMENDATIONS HAVE BEEN INCORPORATED, MAY BE REQUIRED.

SITE LEGEND

- EXISTING STRUCTURE
- PROPOSED 1ST FLOOR
- PROPOSED 2ND FLOOR
- PROPOSED 3RD FLOOR
- WATER METER
- VISIBILITY AREA TRIANGLE

ARCHITECT MARK D. LYON, INC.
410 BIRD ROCK AVE., LA JOLLA CA 92037 (858) 459-1171 INFO@MDLA.NET

REGISTERED ARCHITECT MARK D. LYON No. 16626 RENEW: 23-24 STATE OF CALIFORNIA

LA JOLLA CHRISTIAN FELLOWSHIP

627 GENTER STREET
LA JOLLA, CA 92037

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REVISIONS:
1

SUBMITTAL DATE: 12/20/2023
PHASE: CUP
PROJECT NUMBER: 2118
REVIEWED BY: MDL
DRAWN BY: KJL, RH
DATE: 5/21/2024 7:21:54 AM
SHEET TITLE: SITE PLAN

A001

PREPARED BY:

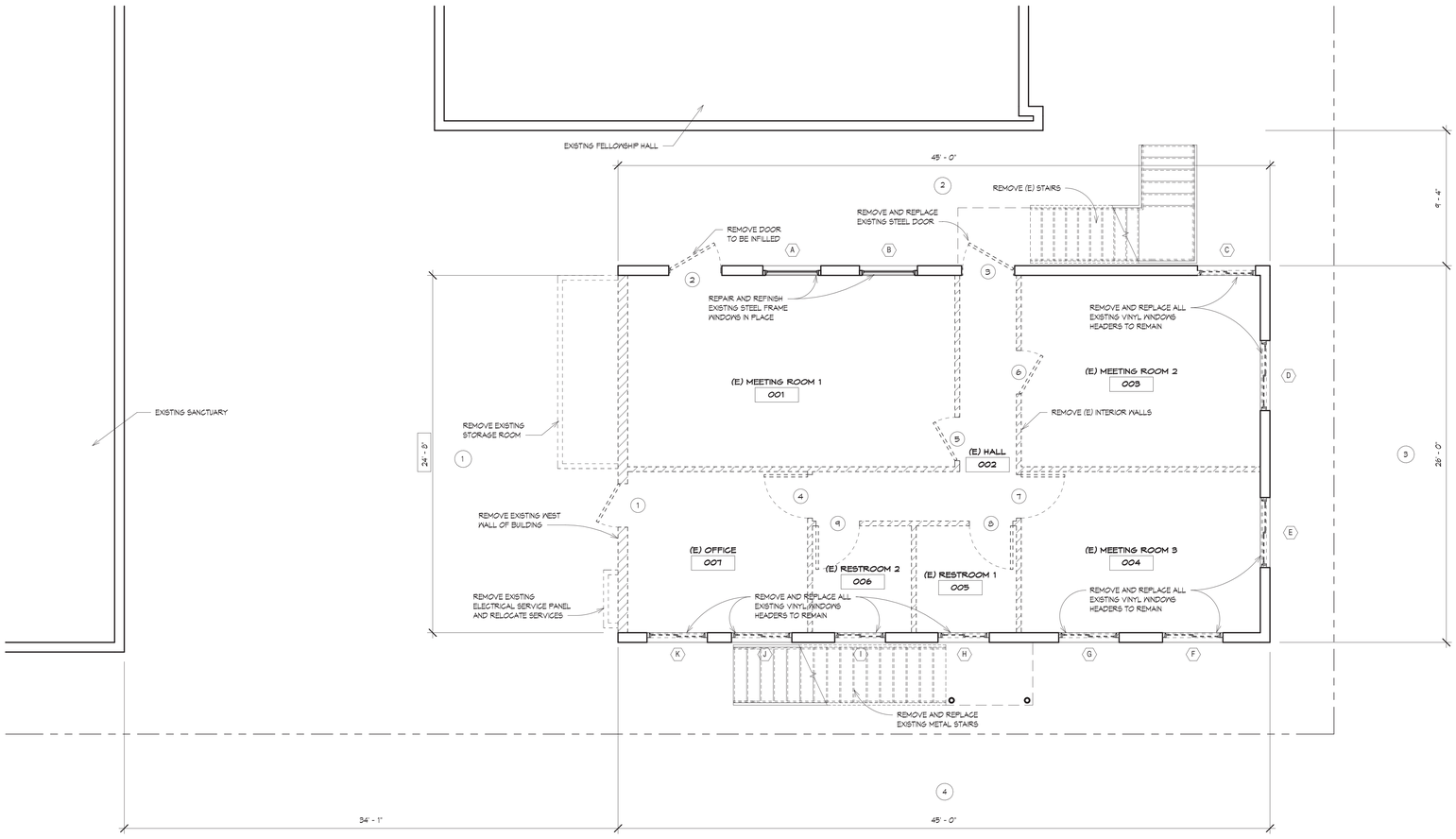
NAME: ARCHITECT MARK D. LYON, INC.
ADDRESS: 410 BIRD ROCK AVE. LA JOLLA, CA 92037
PHONE#: (858)459-1171

PROJECT NAME:
LA JOLLA CHRISTIAN FELLOWSHIP
627 GENTER STREET
LA JOLLA, CA 92037

SHEET TITLE
SITE PLAN

REVISION 10:
REVISION 9:
REVISION 8:
REVISION 7:
REVISION 6:
REVISION 5: 5/21/2024
REVISION 4: 3/21/2024
REVISION 3: 12/20/2023
REVISION 2: 5/22/2023
REVISION 1: 4/20/2022

ORIGINAL DATE: 3/22/2022
SHEET 6 OF 19
DEP#:



AS-BUILT & DEMO 1ST FLOOR PLAN

1/4" = 1'-0"

N

DEMOLITION NOTES

1. CONTRACTOR SHALL INVESTIGATE EXISTING FOOTINGS, FOUNDATION WALLS, RAISED FLOORS AND SLABS.
2. CONTRACTOR TO VERIFY FIELD CONDITIONS WITH STRUCTURAL PLANS AND SPECIFICATIONS.
3. CONTRACTOR SHALL ALLOW FOR CONNECTIONS TO EXISTING PLUMBING AND SEWER LOCATIONS.
4. REMOVE ALL LANDSCAPE/HARDSCAPE WHERE INDICATED FOR NEW ADDITION.
5. REMOVE WALLS AS SHOWN. VERIFY IN FIELD WITH ARCHITECT WALLS TO BE REMOVED.
6. REMOVE EXISTING ROOFING AND ROOF FRAMING WHERE REQUIRED FOR NEW CONSTRUCTION, U.O.N.
7. REMOVE EXISTING CEILING FRAMING AND FINISH WHERE REQUIRED FOR NEW CONSTRUCTION, U.O.N.
8. REMOVE FLOORING TO SUB FLOOR WHERE REQUIRED FOR NEW CONSTRUCTION, U.O.N.
9. REMOVE ALL EXISTING WINDOWS AS INDICATED AND PREP O PENING TO RECEIVE NEW UNIT. VERIFY ALL ROUGH OPENING DIMENSIONS
10. REMOVE EXISTING HARDSCAPE AND PREP FOR NEW HARDSCAPE.
11. ALL DEMOLISHED ITEMS AND MATERIALS TO BE REMOVED FROM SITE AND SAFELY DISPOSED OF IN ACCORDANCE WITH APPLICABLE LAWS AND REGULATIONS, UNLESS SPECIFIED OTHERWISE BY OWNER.

DEMO WALL MATRIX

WALL	EXISTING	REMOVED	REMAINING
1	28'-0"	24'-8"	1'-4"
2	45'-0"	0'-0"	45'-0"
3	26'-0"	0'-0"	26'-0"
4	45'-0"	0'-0"	45'-0"
5	26'-0"	24'-8"	1'-4"
6	45'-0"	0'-0"	45'-0"
7	26'-0"	0'-0"	26'-0"
8	45'-0"	0'-0"	45'-0"
TOTAL	284'-0"	49'-4"	234'-8"

WALL LEGEND

- EXISTING WALL TO REMAIN — 4'-0"
- EXISTING WALL TO BE REMOVED — 4'-0"
- EXISTING DOOR TO REMOVED
- EXISTING WINDOW TO BE REMOVED

ALL OTHER DASHED LINES REPRESENT ADDITIONAL ITEMS TO BE REMOVED.

PREPARED BY:

NAME: ARCHITECT MARK D. LYON, INC.
ADDRESS: 410 BIRD ROCK AVE. LA JOLLA, CA 92037
PHONE#: (858)459-1171

PROJECT NAME:

LA JOLLA CHRISTIAN FELLOWSHIP
627 GENTER STREET
LA JOLLA, CA 92037

SHEET TITLE

AS-BUILT AND DEMO 1ST FLOOR PLAN

REVISION 10:
REVISION 9:
REVISION 8:
REVISION 7:
REVISION 6:
REVISION 5: 5/21/2024
REVISION 4: 3/27/2024
REVISION 3: 12/20/2023
REVISION 2: 5/22/2023
REVISION 1: 4/20/2022

ORIGINAL DATE: 3/22/2022
SHEET 7 OF 18
DEP#:

ARCHITECT MARK D. LYON, INC.
410 BIRD ROCK AVE., LA JOLLA CA 92037 (858) 459-1171 INFO@MDLA.NET

REGISTERED ARCHITECT MARK D. LYON No. 15626 RENEW 23-24 STATE OF CALIFORNIA

LA JOLLA CHRISTIAN FELLOWSHIP
627 GENTER STREET
LA JOLLA, CA 92037

REVISIONS: 1

SUBMITTAL DATE: 12/20/2023
PHASE: CUP
PROJECT NUMBER: 2118
REVIEWED BY: MDL
DRAWN BY: KJL
DATE: 5/21/2024 7:21:54 AM
SHEET TITLE: AS-BUILT & DEMO 1ST FLOOR

AD101

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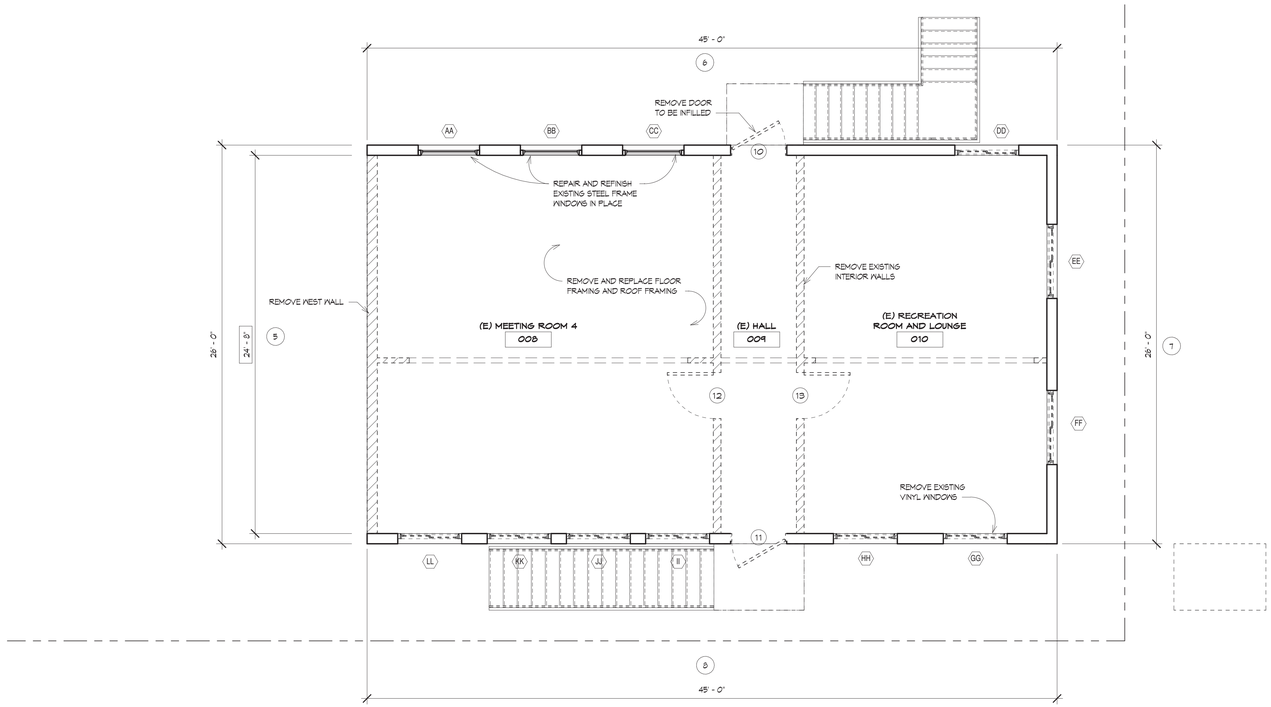

AS-BUILT & DEMO 2ND FLOOR PLAN

1/4" = 1'-0"

N

WALL LEGEND

- EXISTING WALL TO REMAIN — 4'-0"
- EXISTING WALL TO BE REMOVED — 4'-0"
- EXISTING DOOR TO REMOVED
- EXISTING WINDOW TO BE REMOVED

ALL OTHER DASHED LINES REPRESENT ADDITIONAL ITEMS TO BE REMOVED.

PREPARED BY:

NAME: ARCHITECT MARK D. LYON, INC.
ADDRESS: 410 BIRD ROCK AVE.
LA JOLLA, CA 92037
PHONE#: (858)459-1171

PROJECT NAME:

LA JOLLA CHRISTIAN FELLOWSHIP
627 GENTER STREET
LA JOLLA, CA 92037

SHEET TITLE

AS-BUILD AND DEMO 2ND FLOOR PLAN

REVISION 10:
REVISION 9:
REVISION 8:
REVISION 7:
REVISION 6:
REVISION 5: 5/21/2024
REVISION 4: 5/21/2024
REVISION 3: 12/20/2023
REVISION 2: 5/22/2023
REVISION 1: 4/20/2022

ORIGINAL DATE: 3/22/2022

SHEET 8 OF 18

DEP#:

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410 BIRD ROCK AVE., LA JOLLA CA 92037 (858) 459-1171 INFO@MDLA.NET

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LA JOLLA CHRISTIAN FELLOWSHIP
627 GENTER STREET
LA JOLLA, CA 92037

REVISIONS: 1

SUBMITTAL DATE: 12/20/2023
PHASE: CUP
PROJECT NUMBER: 2118
REVIEWED BY: MDL
DRAWN BY: KJL
DATE: 5/21/2024 7:21:54 AM
SHEET TITLE: AS-BUILT & DEMO 2ND FLOOR PLAN

AD102

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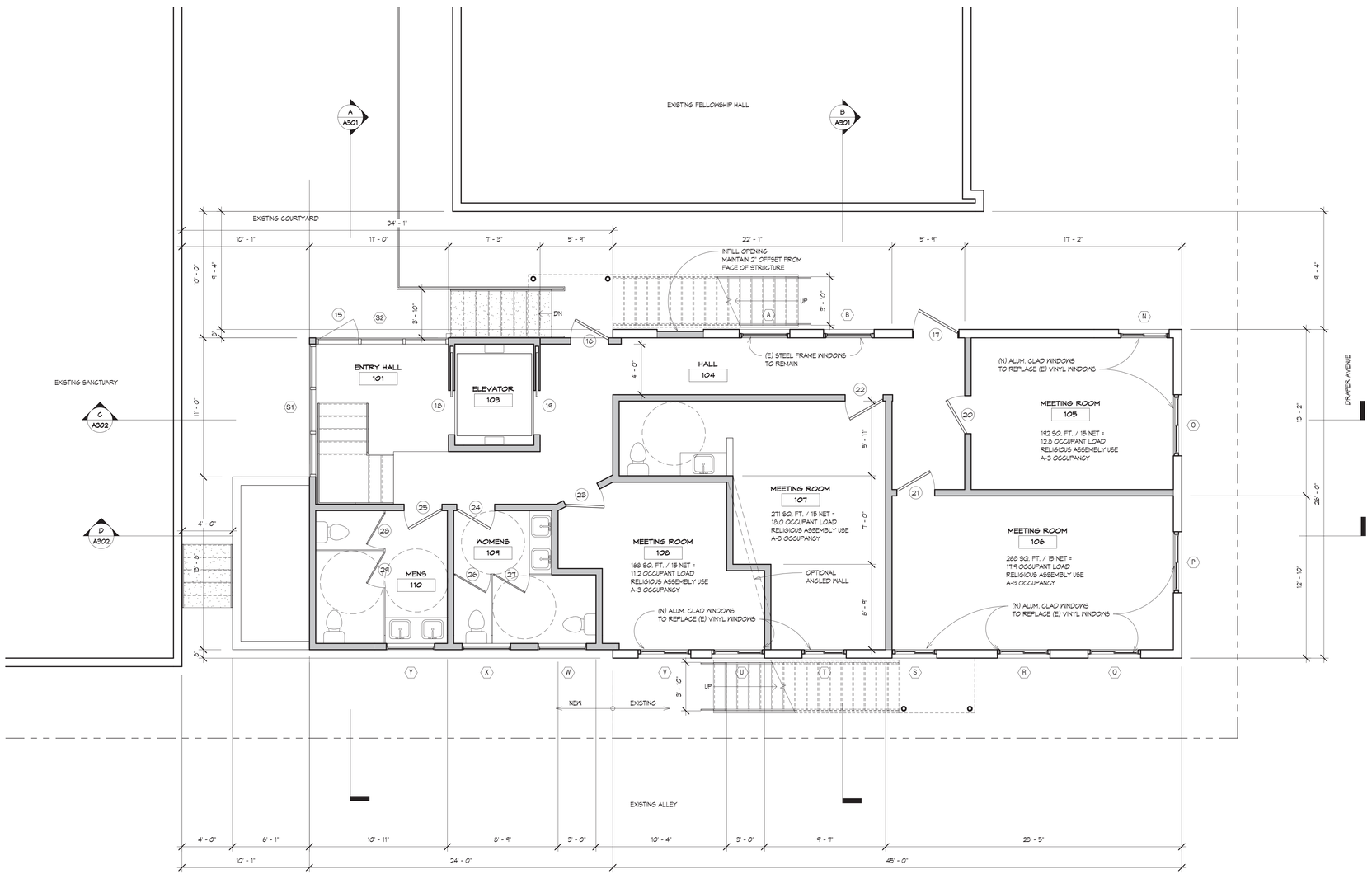

WALL LEGEND

- EXISTING WALL TO REMAIN
- NEW CONC. WALL
- FURRED WALL - EXISTING 2X4 EXTERIOR WALL STUDS SISTERED W/ 2X6 STUDS
- NEW WALL: 2X WOOD STUD @ 16" O.C.
  EXTERIOR WALLS: 2X6 CONSTRUCTION
  INTERIOR PARTITIONS: 2X4 CONSTRUCTION UNLESS OTHERWISE NOTED.
- NEW CMU WALL
- INTERIOR PARTITIONS: 2X4 CONSTRUCTION
  NEW DOOR, INSTALLED 4" FROM ADJACENT WALL UNLESS OTHERWISE NOTED
  4" U.O.N.
- NEW POCKET DOOR, INSTALLED 4" FROM ADJACENT WALL UNLESS OTHERWISE NOTED
  4" U.O.N.

EXTERIOR WALL DIMENSIONS TO FACE OF STUD/FDTN. WALL.
INTERIOR WALL DIMENSIONS TO FACE OF STUD OR CENTER LINE ℄.

SEE SP-1 FOR INSULATION SPECIFICATIONS.

1ST FLOOR PLAN

1/4" = 1'-0"

ARCHITECT MARK D. LYON, INC.
410 BIRD ROCK AVE., LA JOLLA CA 92037 (858) 459-1171 INFO@MDLA.NET

LICENSED ARCHITECT MARK D. LYON No. 18618 RENEW 08-31-25 STATE OF CALIFORNIA

LA JOLLA CHRISTIAN FELLOWSHIP

627 GENTER STREET
LA JOLLA, CA 92037

REVISIONS:
1

SUBMITTAL DATE: 12/20/2023
PHASE: CUP
PROJECT NUMBER: 2118
REVIEWED BY: MDL
DRAWN BY: KJL / RH
DATE: 5/21/2024 7:21:54 AM
SHEET TITLE: 1ST FLOOR PLAN

A101

PREPARED BY:

NAME: ARCHITECT MARK D. LYON, INC.
ADDRESS: 410 BIRD ROCK AVE. LA JOLLA, CA 92037
PHONE#: (858)459-1171

PROJECT NAME:
LA JOLLA CHRISTIAN FELLOWSHIP
627 GENTER STREET
LA JOLLA, CA 92037

SHEET TITLE
1ST FLOOR PLAN

REVISION 10:
REVISION 9:
REVISION 8:
REVISION 7:
REVISION 6:
REVISION 5: 5/21/2024
REVISION 4: 5/21/2024
REVISION 3: 12/20/2023
REVISION 2: 5/22/2023
REVISION 1: 4/20/2022

ORIGINAL DATE: 3/22/2022
SHEET 9 OF 18
DEP#:

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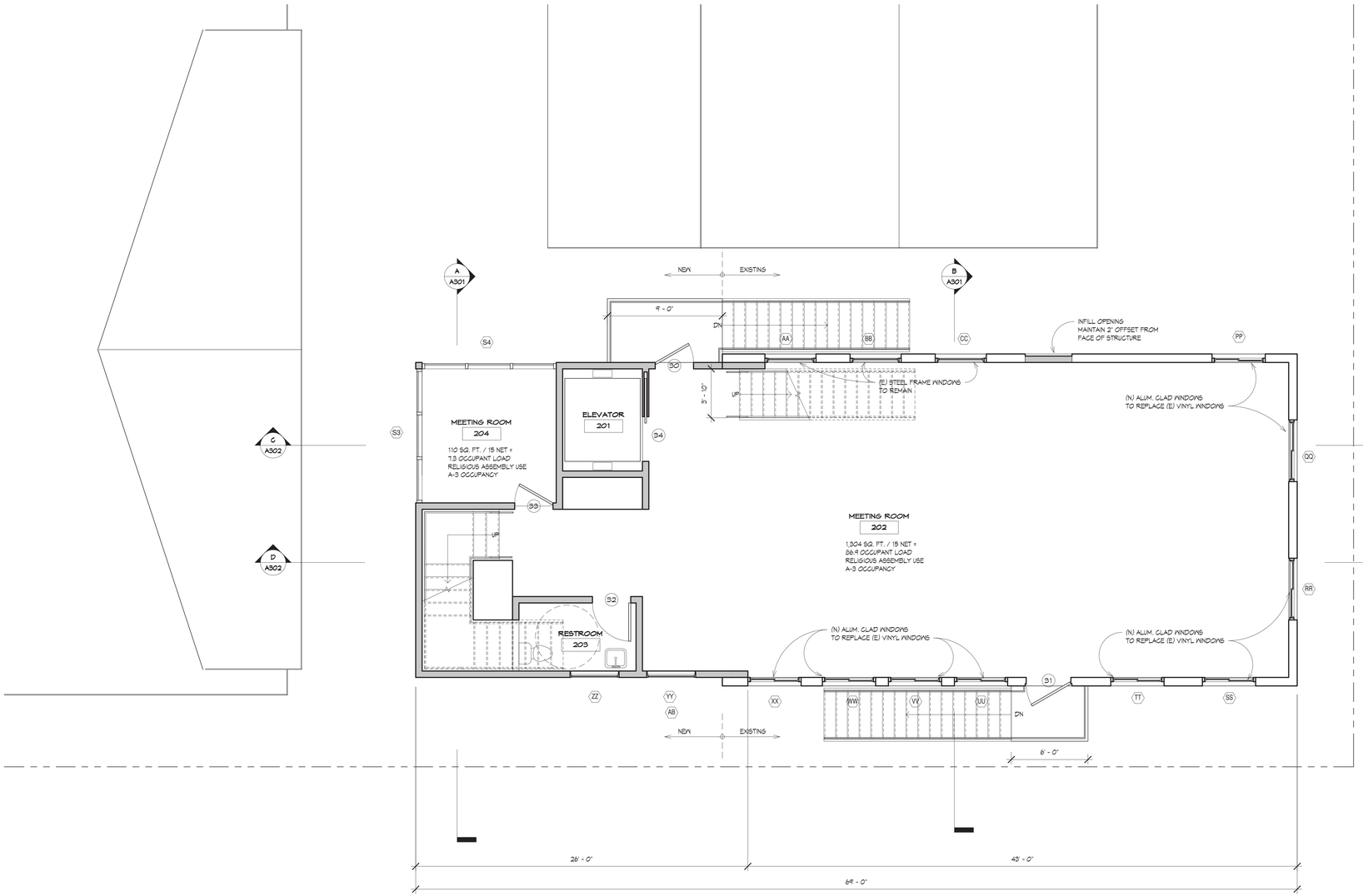

WALL LEGEND

- EXISTING WALL TO REMAIN
- NEW CONC. WALL
- FURRED WALL - EXISTING 2X4 EXTERIOR WALL STUDS SISTERED W/ 2X6 STUDS
- NEW WALL: 2X WOOD STUD @ 16" O.C.
  EXTERIOR WALLS: 2X6 CONSTRUCTION
  INTERIOR PARTITIONS: 2X4 CONSTRUCTION
  UNLESS OTHERWISE NOTED.
- NEW CMU WALL
- INTERIOR PARTITIONS: 2X4 CONSTRUCTION
  NEW DOOR, INSTALLED 4" FROM ADJACENT WALL UNLESS OTHERWISE NOTED

4" U.O.N.

- NEW POCKET DOOR, INSTALLED 4" FROM ADJACENT WALL UNLESS OTHERWISE NOTED

4" U.O.N. EXTERIOR WALL DIMENSIONS TO FACE OF STUD/FDTN. WALL.
INTERIOR WALL DIMENSIONS TO FACE OF STUD OR CENTER LINE ℄.

SEE SP-1 FOR INSULATION SPECIFICATIONS.

2ND FLOOR PLAN

1/4" = 1'-0"

PREPARED BY:

NAME: ARCHITECT MARK D. LYON, INC.
ADDRESS: 410 BIRD ROCK AVE.
LA JOLLA, CA 92037
PHONE#: (858)459-1171

PROJECT NAME:

LA JOLLA CHRISTIAN FELLOWSHIP
627 CENTER STREET
LA JOLLA, CA 92037

SHEET TITLE

2ND FLOOR PLAN

REVISION 10:
REVISION 9:
REVISION 8:
REVISION 7:
REVISION 6:
REVISION 5: 5/21/2024
REVISION 4: 3/21/2024
REVISION 3: 12/20/2023
REVISION 2: 5/22/2023
REVISION 1: 4/20/2022

ORIGINAL DATE: 3/22/2022

SHEET 10 OF 18

DEP#:

ARCHITECT MARK D. LYON, INC.
410 BIRD ROCK AVE., LA JOLLA CA 92037 (858) 459-1171 INFO@MDLA.NET

LICENSED ARCHITECT MARK D. LYON No. 15636 RENEW 23-24 STATE OF CALIFORNIA

LA JOLLA CHRISTIAN FELLOWSHIP
627 CENTER STREET
LA JOLLA, CA 92037

REVISIONS: 1

SUBMITTAL DATE: 12/20/2023
PHASE: CUP
PROJECT NUMBER: 2118
REVIEWED BY: MDL
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DATE: 5/21/2024 7:21:55 AM
SHEET TITLE: 2ND FLOOR PLAN

A102

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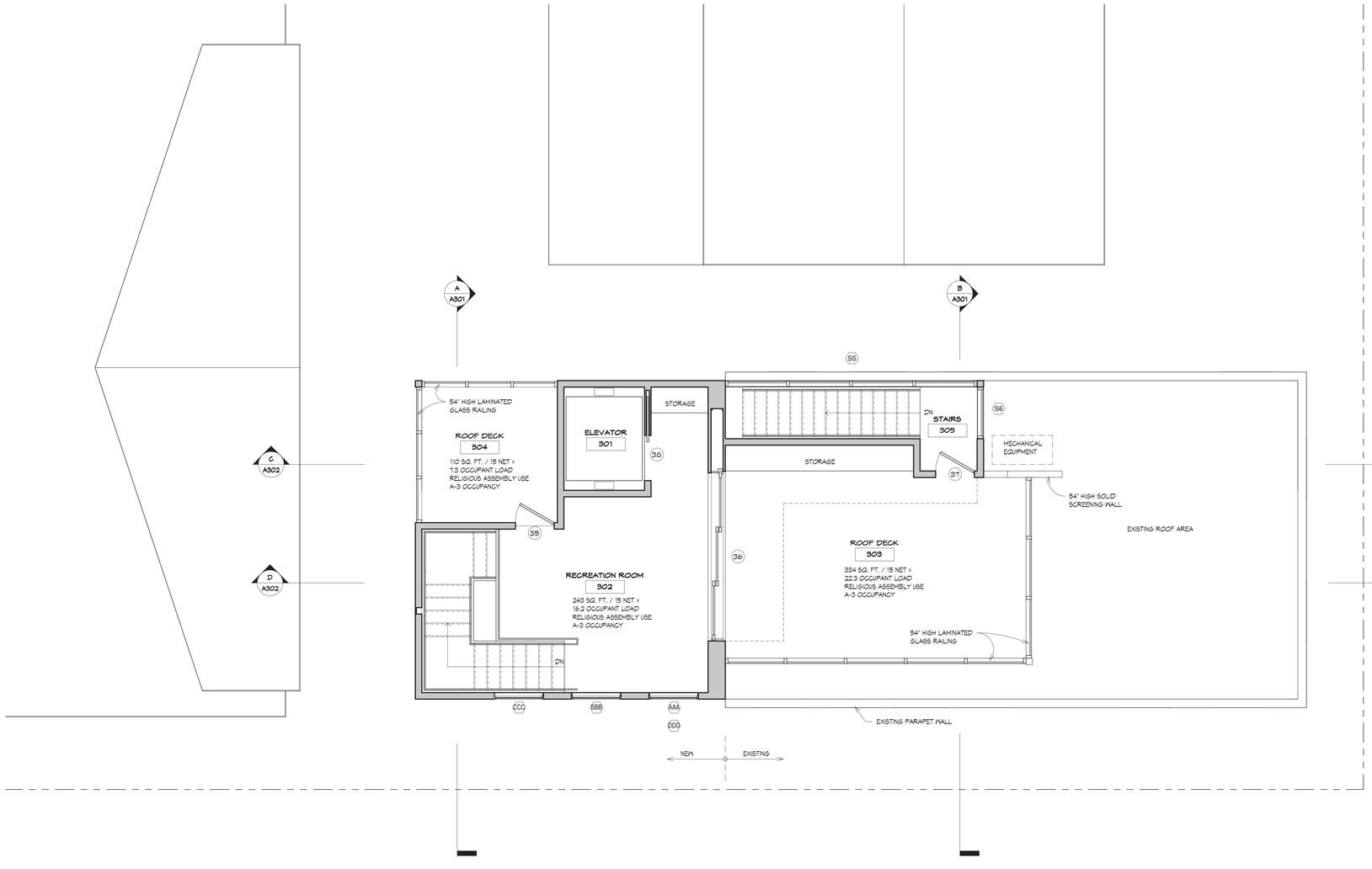

WALL LEGEND

- EXISTING WALL TO REMAIN
- NEW CONC. WALL
- FURRED WALL - EXISTING 2X4 EXTERIOR WALL STUDS SISTERED W/ 2X6 STUDS
- NEW WALL: 2X WOOD STUD @ 16" O.C. EXTERIOR WALLS: 2X6 CONSTRUCTION INTERIOR PARTITIONS: 2X4 CONSTRUCTION UNLESS OTHERWISE NOTED.
- NEW CMU WALL
- INTERIOR PARTITIONS: 2X4 CONSTRUCTION NEW DOOR, INSTALLED 4" FROM ADJACENT WALL UNLESS OTHERWISE NOTED

4" U.O.N.

- NEW POCKET DOOR, INSTALLED 4" FROM ADJACENT WALL UNLESS OTHERWISE NOTED

4" U.O.N.

EXTERIOR WALL DIMENSIONS TO FACE OF STUD/FDTN. WALL. INTERIOR WALL DIMENSIONS TO FACE OF STUD OR CENTER LINE ℄.

SEE SP-1 FOR INSULATION SPECIFICATIONS.

3RD FLOOR PLAN

1/4" = 1'-0"

PREPARED BY:

NAME: ARCHITECT MARK D. LYON, INC.
ADDRESS: 410 BIRD ROCK AVE. LA JOLLA, CA 92037
PHONE: (858)459-1171

PROJECT NAME:
LA JOLLA CHRISTIAN FELLOWSHIP
627 GENTER STREET
LA JOLLA, CA 92037

SHEET TITLE
3RD FLOOR PLAN

REVISION 10:
REVISION 9:
REVISION 8:
REVISION 7:
REVISION 6:
REVISION 5: 5/21/2024
REVISION 4: 5/21/2024
REVISION 3: 12/20/2023
REVISION 2: 5/22/2023
REVISION 1: 4/20/2022

ORIGINAL DATE: 3/22/2022

SHEET 11 OF 18

DEP#:

ARCHITECT MARK D. LYON, INC.
410 BIRD ROCK AVE., LA JOLLA CA 92037 (858) 459-1171 INFO@MDLA.NET

REGISTERED ARCHITECT MARK D. LYON No. 15636 RENEW: 23-24 STATE OF CALIFORNIA

LA JOLLA CHRISTIAN FELLOWSHIP
627 GENTER STREET
LA JOLLA, CA 92037

REVISIONS:
1

SUBMITTAL DATE: 12/20/2023
PHASE: CUP
PROJECT NUMBER: 2118
REVIEWED BY: MDL
DRAWN BY: KJL, RH
DATE: 5/21/2024 7:21:55 AM
SHEET TITLE: 3RD FLOOR PLAN

A103

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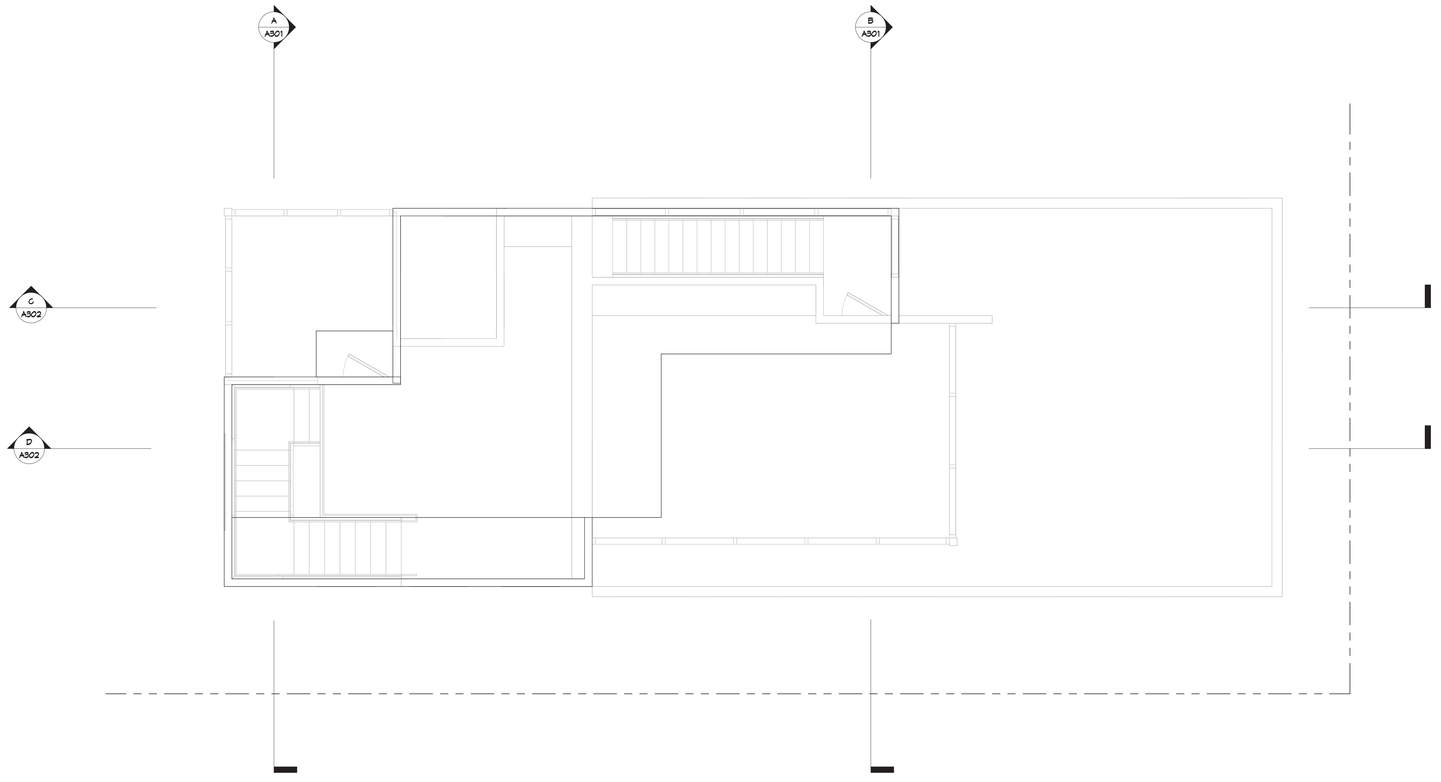

ROOF PLAN

1/4" = 1'-0"

NOTE:

1.) THE HEIGHEST POINT OF THE ROOF, EQUIPMENT, OR ANY VENT, PIPE, ANTENNA OR OTHER PROJECTION, SHALL NOT EXCEED 30' ABOVE GRADE.

2.) THE MAXIMUM STRUCTURE HEIGHT IN THE COASTAL OVERLAY ZONE CANNOT EXCEED 30 FEET IN HEIGHT PER SDMC SEC 131.0444 & 132.0505

MATERIAL SPECIFICATIONS:

ROOFING: GAF (OR EQUAL): 60# TPO ROOFING MEMBRANE OVER DENSDECK ROOF BOARD OVER 30# ORGANIC FELT UNDERLAYMENT. CLASS 'A' ROOFING. 20-YEAR MINIMUM WARRANTY.

NEW STUCCO: LA HABRA STUCCO (OR EQUAL): EXTERIOR COLOR COAT OVER PORTLAND CEMENT PLASTER. SEE SHEET SP.2 FOR SPECS. TEXTURE TO BE SAND FINISH. COLOR TO CONTRAST WITH EXISTING BUILDING.

GUARDRAIL: WROUGHT IRON RAILING, COLOR PER OWNERS SELECTION

PREPARED BY:

NAME: ARCHITECT MARK D. LYON, INC.
ADDRESS: 410 BIRD ROCK AVE.
LA JOLLA, CA 92037
PHONE#: (858)459-1171

PROJECT NAME:

LA JOLLA CHRISTIAN FELLOWSHIP
627 GENTER STREET
LA JOLLA, CA 92037

SHEET TITLE

ROOF PLAN

REVISION 10:
REVISION 9:
REVISION 8:
REVISION 7:
REVISION 6:
REVISION 5: 5/21/2024
REVISION 4: 5/21/2024
REVISION 3: 12/20/2023
REVISION 2: 5/22/2023
REVISION 1: 4/20/2022

ORIGINAL DATE: 3/22/2022

SHEET 12 OF 18

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410 BIRD ROCK AVE., LA JOLLA CA 92037 (858) 459-1171 INFO@MDLA.NET

REGISTERED ARCHITECT MARK D. LYON No. 15626 RENEW 08-31-25 STATE OF CALIFORNIA

LA JOLLA CHRISTIAN FELLOWSHIP
627 GENTER STREET
LA JOLLA, CA 92037

REVISIONS:
1

SUBMITTAL DATE: 12/20/2023

PHASE: CUP

PROJECT NUMBER: 2118

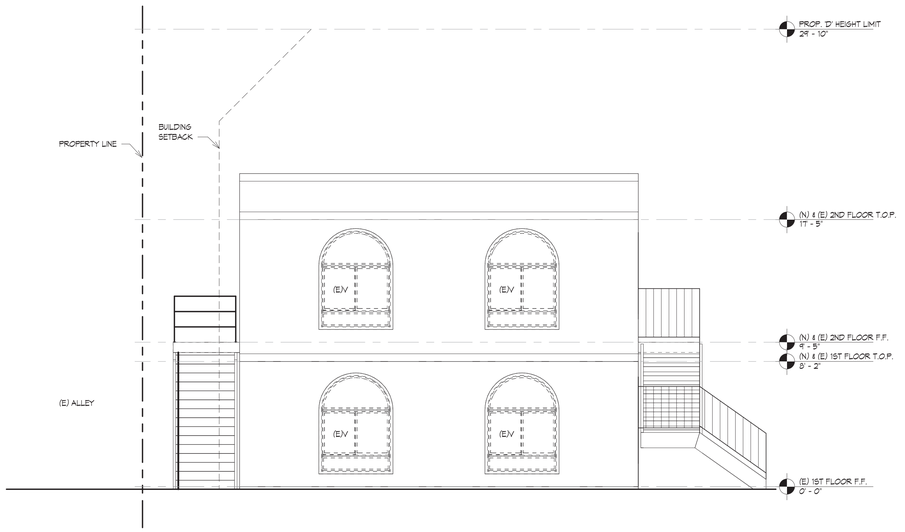
REVIEWED BY: MDL

DRAWN BY: KJL

DATE: 5/21/2024 7:21:55 AM

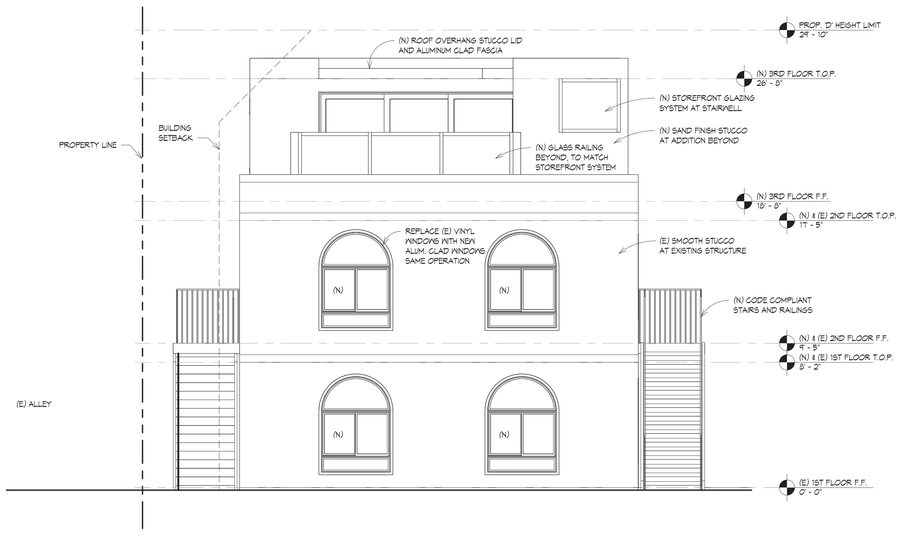
SHEET TITLE: ROOF PLAN

A107



EAST ELEVATION - EXISTING

1/4" = 1'-0"



EAST ELEVATION - PROPOSED

1/4" = 1'-0"

EXISTING AND PROPOSED EXTERIOR MATERIALS

EXISTING STRUCTURE: (TO REMAIN, U.O.N.)

EXTERIOR FINISH:	SMOOTH STUCCO APPLIED TO EXISTING CMU STRUCTURE (WHITE COLOR TO REMAIN)
(E)V - WINDOWS:	VINYL FRAME WINDOWS, DUAL PANE, MULLED UNITS NO MULLIONS (BURNT UMBER COLOR)
(E)S - WINDOWS:	STEEL FRAME WINDOWS, SINGLE PANE, TRUE DIVIDED LITES (TO BE REPAIRED AND REFINISHED IN PLACE)
(E) EXT. STAIRS:	WROUGHT IRON STAIRS AND RAILINGS (TO BE REPLACED IN ORDER TO COMPLY WITH CODE REQUIREMENTS FOR LIFE SAFETY)
(N) - WINDOWS:	ALUMINUM CLAD FRAME, DUAL PANE, TINTED GLASS NO MULLIONS (DARK GREY COLOR)
(N) EXT. STAIRS:	WROUGHT IRON STAIRS AND RAILINGS (BLACK)

PROPOSED ADDITION:

EXTERIOR FINISH:	SAND FINISH STUCCO (COLOR SHALL CONTRAST EXISTING STRUCTURE)
(N) - WINDOWS:	ALUMINUM CLAD FRAME, DUAL PANE, TINTED GLASS NO MULLIONS (DARK GREY COLOR)
STOREFRONT:	ALUMINUM FRAME, LAMINATED, TINTED GLASS NO MULLIONS (DARK GREY COLOR)
FASCIA:	ALUMINUM CLAD, DARK GREY

NOTE:

1.) THE HEIGHEST POINT OF THE ROOF, EQUIPMENT, OR ANY VENT, PIPE, ANTENNA OR OTHER PROJECTION, SHALL NOT EXCEED 30' ABOVE GRADE.

2.) THE MAXIMUM STRUCTURE HEIGHT IN THE COASTAL OVERLAY ZONE CANNOT EXCEED 30 FEET IN HEIGHT PER SDMC SEC 131.0444 & 132.0505

PREPARED BY:

NAME: ARCHITECT MARK D. LYON, INC.

ADDRESS: 410 BIRD ROCK AVE.
LA JOLLA, CA 92037

PHONE#: (858)459-1171

PROJECT NAME:

LA JOLLA CHRISTIAN FELLOWSHIP
627 GENTER STREET
LA JOLLA, CA 92037

SHEET TITLE

EXTERIOR ELEVATIONS

REVISION 10:
REVISION 9:
REVISION 8:
REVISION 7:
REVISION 6:
REVISION 5: 5/21/2024
REVISION 4: 5/21/2024
REVISION 3: 12/20/2023
REVISION 2: 5/22/2023
REVISION 1: 4/20/2022

ORIGINAL DATE: 3/22/2022

SHEET 13 OF 16

DEP#:

ARCHITECT MARK D. LYON, INC.
410 BIRD ROCK AVE., LA JOLLA CA 92037 (858) 459-1171 INFO@MDLA.NET

REGISTERED ARCHITECT MARK D. LYON No. 15636 RENEW: 08-31-25 STATE OF CALIFORNIA

LA JOLLA CHRISTIAN FELLOWSHIP

627 GENTER STREET
LA JOLLA, CA 92037

REVISIONS:
1

SUBMITTAL DATE: 12/20/2023

PHASE: CUP

PROJECT NUMBER: 2118

REVIEWED BY: MDL

DRAWN BY: KJL

DATE: 5/21/2024 7:21:55 AM

SHEET TITLE: EXTERIOR ELEVATIONS

A201

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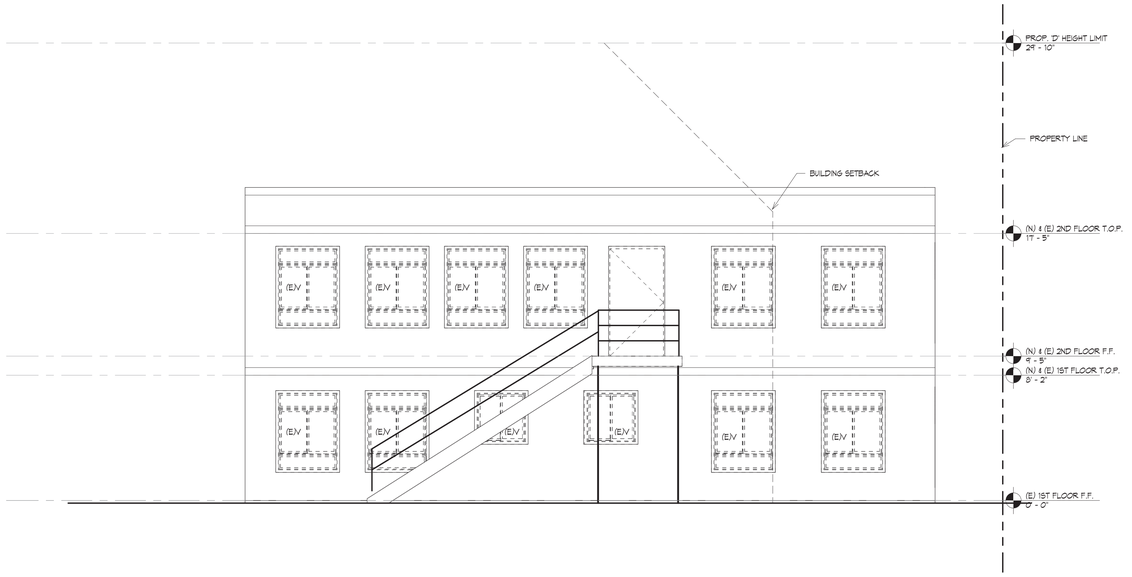
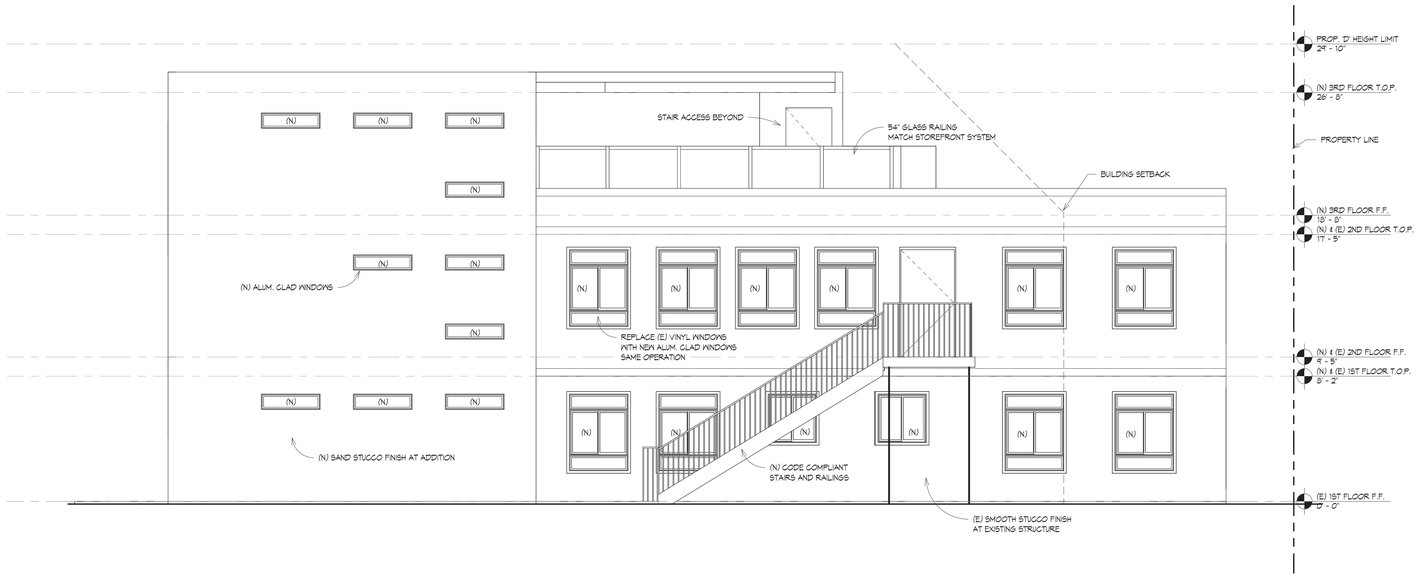


SOUTH ELEVATION - EXISTING

1/4" = 1'-0"



SOUTH ELEVATION - PROPOSED

1/4" = 1'-0"

EXISTING AND PROPOSED EXTERIOR MATERIALS

EXISTING STRUCTURE: (TO REMAIN, U.O.N.)

EXTERIOR FINISH:	SMOOTH STUCCO APPLIED TO EXISTING CMU STRUCTURE (WHITE COLOR TO REMAIN)
(E)V - WINDOWS:	VINYL FRAME WINDOWS, DUAL PANE, MULLED UNITS NO MULLIONS (BURNT UMBER COLOR)
(E)S - WINDOWS:	STEEL FRAME WINDOWS, SINGLE PANE, TRUE DIVIDED LITES (TO BE REPAIRED AND REFINISHED IN PLACE)
(E) EXT. STAIRS:	WROUGHT IRON STAIRS AND RAILINGS (TO BE REPLACED IN ORDER TO COMPLY WITH CODE REQUIREMENTS FOR LIFE SAFETY)
(N) - WINDOWS:	ALUMINUM CLAD FRAME, DUAL PANE, TINTED GLASS NO MULLIONS (DARK GREY COLOR)
(N) EXT. STAIRS:	WROUGHT IRON STAIRS AND RAILINGS (BLACK)

PROPOSED ADDITION:

EXTERIOR FINISH:	SAND FINISH STUCCO (COLOR SHALL CONTRAST EXISTING STRUCTURE)
(N) - WINDOWS:	ALUMINUM CLAD FRAME, DUAL PANE, TINTED GLASS NO MULLIONS (DARK GREY COLOR)
STOREFRONT:	ALUMINUM FRAME, LAMINATED, TINTED GLASS NO MULLIONS (DARK GREY COLOR)
FASCIA:	ALUMINUM CLAD, DARK GREY

NOTE:

1.) THE HEIGHEST POINT OF THE ROOF, EQUIPMENT, OR ANY VENT, PIPE, ANTENNA OR OTHER PROJECTION, SHALL NOT EXCEED 30' ABOVE GRADE.

2.) THE MAXIMUM STRUCTURE HEIGHT IN THE COASTAL OVERLAY ZONE CANNOT EXCEED 30 FEET IN HEIGHT PER SDMC SEC 131.0444 & 132.0505

PREPARED BY:

NAME: ARCHITECT MARK D. LYON, INC.

ADDRESS: 410 BIRD ROCK AVE.
LA JOLLA, CA 92037

PHONE#: (858)459-1171

PROJECT NAME:

LA JOLLA CHRISTIAN FELLOWSHIP
627 GENTER STREET
LA JOLLA, CA 92037

SHEET TITLE

EXTERIOR ELEVATIONS

REVISION 10:
REVISION 9:
REVISION 8:
REVISION 7:
REVISION 6:
REVISION 5: 5/21/2024
REVISION 4: 5/21/2024
REVISION 3: 12/20/2023
REVISION 2: 5/22/2023
REVISION 1: 4/20/2022

ORIGINAL DATE: 3/22/2022

SHEET 14 OF 18

DEP#:

ARCHITECT MARK D. LYON, INC.
410 BIRD ROCK AVE., LA JOLLA CA 92037 (858) 459-1171 INFO@MDLA.NET

REGISTERED ARCHITECT MARK D. LYON No. 15636 RENEW 08-31-25 STATE OF CALIFORNIA

LA JOLLA CHRISTIAN FELLOWSHIP
627 GENTER STREET
LA JOLLA, CA 92037

REVISIONS:
1

SUBMITTAL DATE: 12/20/2023

PHASE: CUP

PROJECT NUMBER: 2118

REVIEWED BY: MDL

DRAWN BY: KJL

DATE: 5/21/2024 7:21:56 AM

SHEET TITLE: EXTERIOR ELEVATIONS

A202

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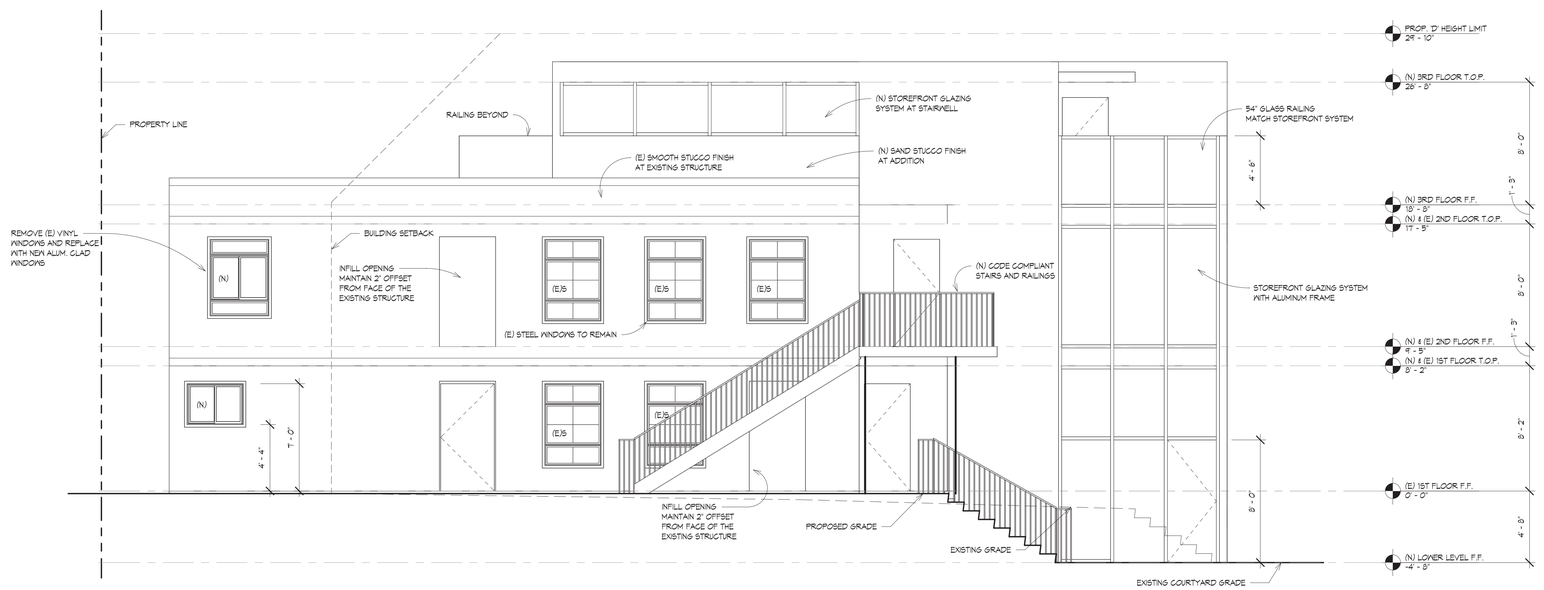
NORTH ELEVATION - EXISTING

1/4" = 1'-0"



NORTH ELEVATION - PROPOSED

1/4" = 1'-0"

EXISTING AND PROPOSED EXTERIOR MATERIALS

EXISTING STRUCTURE: (TO REMAIN, U.O.N.)

EXTERIOR FINISH:	SMOOTH STUCCO APPLIED TO EXISTING CMU STRUCTURE (WHITE COLOR TO REMAIN)
(E)V - WINDOWS:	VINYL FRAME WINDOWS, DUAL PANE, MULLED UNITS NO MULLIONS (BURNT UMBER COLOR)
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(N) - WINDOWS:	ALUMINUM CLAD FRAME, DUAL PANE, TINTED GLASS NO MULLIONS (DARK GREY COLOR)
(N) EXT. STAIRS:	WROUGHT IRON STAIRS AND RAILINGS (BLACK)

PROPOSED ADDITION:

EXTERIOR FINISH:	SAND FINISH STUCCO (COLOR SHALL CONTRAST EXISTING STRUCTURE)
(N) - WINDOWS:	ALUMINUM CLAD FRAME, DUAL PANE, TINTED GLASS NO MULLIONS (DARK GREY COLOR)
STOREFRONT:	ALUMINUM FRAME, LAMINATED, TINTED GLASS NO MULLIONS (DARK GREY COLOR)
FASCIA:	ALUMINUM CLAD, DARK GREY

NOTE:

1.) THE HEIGHEST POINT OF THE ROOF, EQUIPMENT, OR ANY VENT, PIPE, ANTENNA OR OTHER PROJECTION, SHALL NOT EXCEED 30' ABOVE GRADE.

2.) THE MAXIMUM STRUCTURE HEIGHT IN THE COASTAL OVERLAY ZONE CANNOT EXCEED 30 FEET IN HEIGHT PER SDMC SEC 131.0444 & 132.0505

PREPARED BY:

NAME: ARCHITECT MARK D. LYON, INC.
ADDRESS: 410 BIRD ROCK AVE. LA JOLLA, CA 92037
PHONE#: (858)459-1171

PROJECT NAME:

LA JOLLA CHRISTIAN FELLOWSHIP
627 GENTER STREET
LA JOLLA, CA 92037

SHEET TITLE

EXTERIOR ELEVATIONS

REVISION 10:
REVISION 9:
REVISION 8:
REVISION 7:
REVISION 6:
REVISION 5: 5/21/2024
REVISION 4: 5/21/2024
REVISION 3: 12/20/2023
REVISION 2: 5/22/2023
REVISION 1: 4/20/2022

ORIGINAL DATE: 5/22/2022

SHEET 16 OF 19

DEP#:

ARCHITECT MARK D. LYON, INC.
410 BIRD ROCK AVE., LA JOLLA CA 92037 (858) 459-1171 INFO@MDLA.NET

REGISTERED ARCHITECT MARK D. LYON No. 15636 RENEW: 23-24 STATE OF CALIFORNIA

LA JOLLA CHRISTIAN FELLOWSHIP
627 GENTER STREET
LA JOLLA, CA 92037

REVISIONS:
1

SUBMITTAL DATE: 12/20/2023
PHASE: CUP
PROJECT NUMBER: 2118
REVIEWED BY: MDL
DRAWN BY: KJL
DATE: 5/21/2024 7:21:56 AM
SHEET TITLE: EXTERIOR ELEVATIONS

A204

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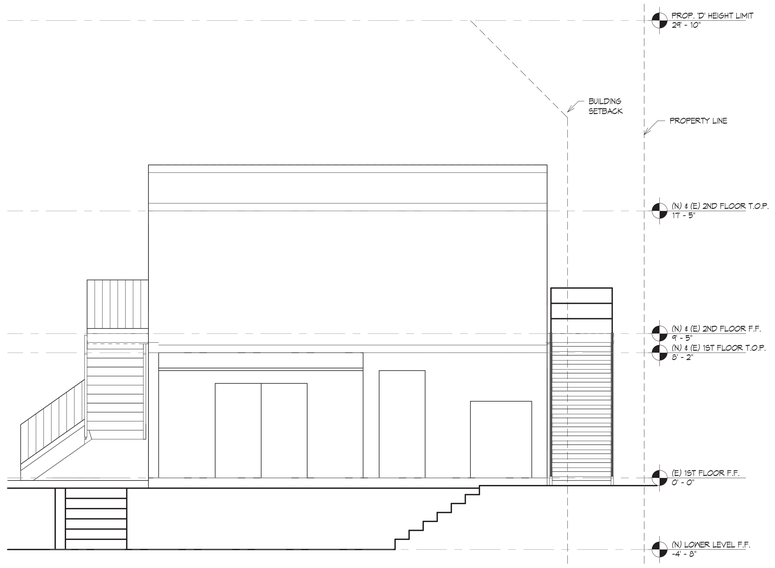
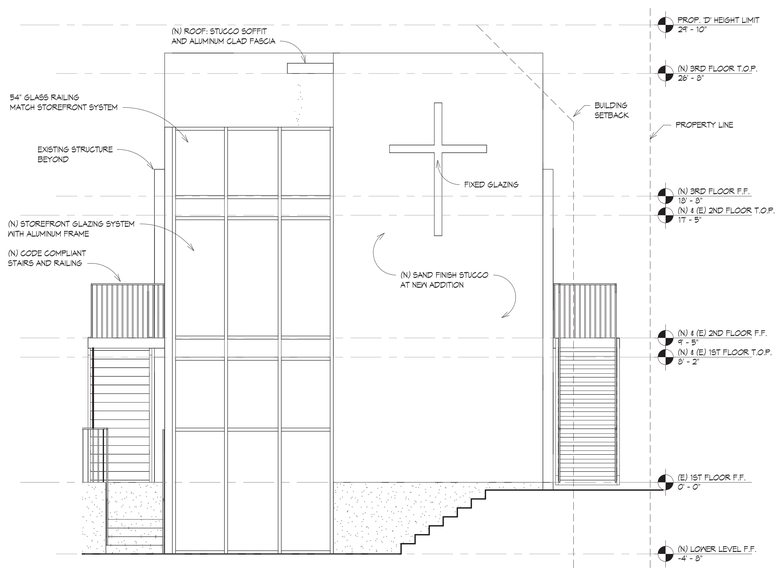


WEST ELEVATION - EXISTING

1/4" = 1'-0"



WEST ELEVATION - PROPOSED

1/4" = 1'-0"

EXISTING AND PROPOSED EXTERIOR MATERIALS

EXISTING STRUCTURE: (TO REMAIN, U.O.N.)

EXTERIOR FINISH:	SMOOTH STUCCO APPLIED TO EXISTING CMU STRUCTURE (WHITE COLOR TO REMAIN)
(E)V - WINDOWS:	VINYL FRAME WINDOWS, DUAL PANE, MULLED UNITS NO MULLIONS (BURNT UMBER COLOR)
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(N) - WINDOWS:	ALUMINUM CLAD FRAME, DUAL PANE, TINTED GLASS NO MULLIONS (DARK GREY COLOR)
(N) EXT. STAIRS:	WROUGHT IRON STAIRS AND RAILINGS (BLACK)

PROPOSED ADDITION:

EXTERIOR FINISH:	SAND FINISH STUCCO (COLOR SHALL CONTRAST EXISTING STRUCTURE)
(N) - WINDOWS:	ALUMINUM CLAD FRAME, DUAL PANE, TINTED GLASS NO MULLIONS (DARK GREY COLOR)
STOREFRONT:	ALUMINUM FRAME, LAMINATED, TINTED GLASS NO MULLIONS (DARK GREY COLOR)
FASCIA:	ALUMINUM CLAD, DARK GREY

NOTE:

1.) THE HEIGHEST POINT OF THE ROOF, EQUIPMENT, OR ANY VENT, PIPE, ANTENNA OR OTHER PROJECTION, SHALL NOT EXCEED 30' ABOVE GRADE.

2.) THE MAXIMUM STRUCTURE HEIGHT IN THE COASTAL OVERLAY ZONE CANNOT EXCEED 30 FEET IN HEIGHT PER SDMC SEC 131.0444 & 132.0505

PREPARED BY:

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ADDRESS: 410 BIRD ROCK AVE
LA JOLLA, CA 92037

PHONE#: (858)459-1171

PROJECT NAME:

LA JOLLA CHRISTIAN FELLOWSHIP
627 CENTER STREET
LA JOLLA, CA 92037

SHEET TITLE

EXTERIOR ELEVATIONS

REVISION 10:
REVISION 9:
REVISION 8:
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REVISION 5: 5/21/2024
REVISION 4: 3/21/2024
REVISION 3: 12/20/2023
REVISION 2: 5/22/2023
REVISION 1: 4/20/2022

ORIGINAL DATE: 9/22/2022

SHEET 15 OF 18

DEP#:

ARCHITECT MARK D. LYON, INC.
410 BIRD ROCK AVE., LA JOLLA CA 92037 (858) 459-1171 INFO@MDLA.NET

REGISTERED ARCHITECT MARK D. LYON No. 15836 RENEW 23-24 STATE OF CALIFORNIA

LA JOLLA CHRISTIAN FELLOWSHIP

627 CENTER STREET
LA JOLLA, CA 92037

REVISIONS:
1

SUBMITTAL DATE: 12/20/2023

PHASE: CUP

PROJECT NUMBER: 2118

REVIEWED BY: MDL

DRAWN BY: KJL

DATE: 5/21/2024 7:21:57 AM

SHEET TITLE: EXTERIOR ELEVATIONS

A203

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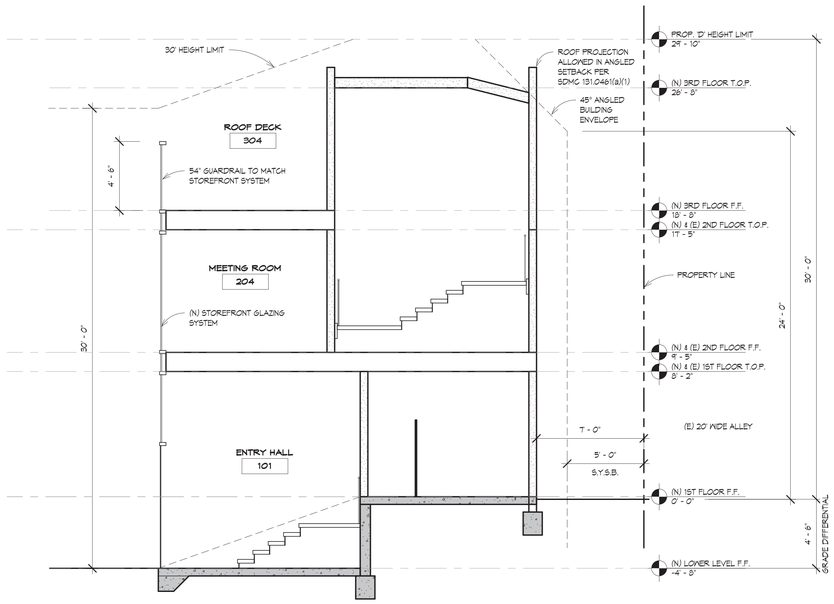
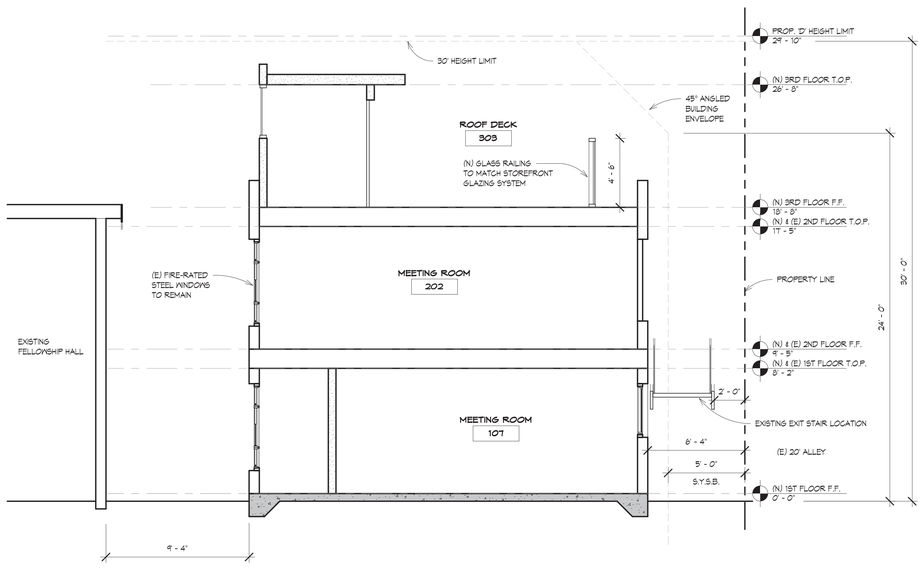


Building Section A

1/4" = 1'-0"



Building Section B

1/4" = 1'-0"

PREPARED BY:

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ADDRESS: 410 BIRD ROCK AVE.
LA JOLLA, CA 92037

PHONE#: (858)459-1171

PROJECT NAME:

LA JOLLA CHRISTIAN FELLOWSHIP
627 GENTER STREET
LA JOLLA, CA 92037

SHEET TITLE

BUILDING SECTIONS

REVISION 10:
REVISION 9:
REVISION 8:
REVISION 7:
REVISION 6:
REVISION 5: 5/21/2024
REVISION 4: 5/21/2024
REVISION 3: 12/20/2023
REVISION 2: 5/22/2023
REVISION 1: 4/20/2022

ORIGINAL DATE: 3/22/2022

SHEET 17 OF 19

DEP#:

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LICENSED ARCHITECT MARK D. LYON No. 15636 RENEW 08-31-25 STATE OF CALIFORNIA

LA JOLLA CHRISTIAN FELLOWSHIP

627 GENTER STREET
LA JOLLA, CA 92037

REVISIONS:
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SUBMITTAL DATE: 12/20/2023

PHASE: CUP

PROJECT NUMBER: 2118

REVIEWED BY: MDL

DRAWN BY: KJL

DATE: 5/21/2024 7:21:57 AM

SHEET TITLE: BUILDING SECTIONS

A301

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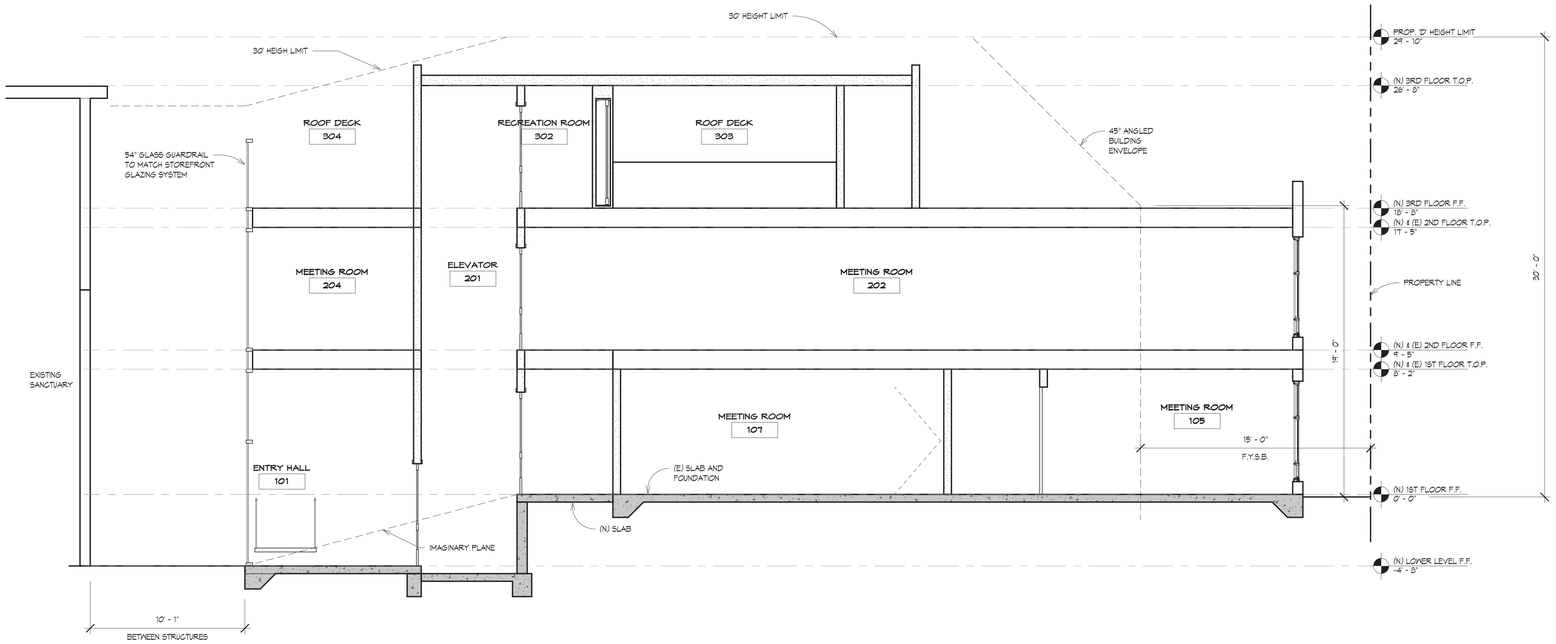
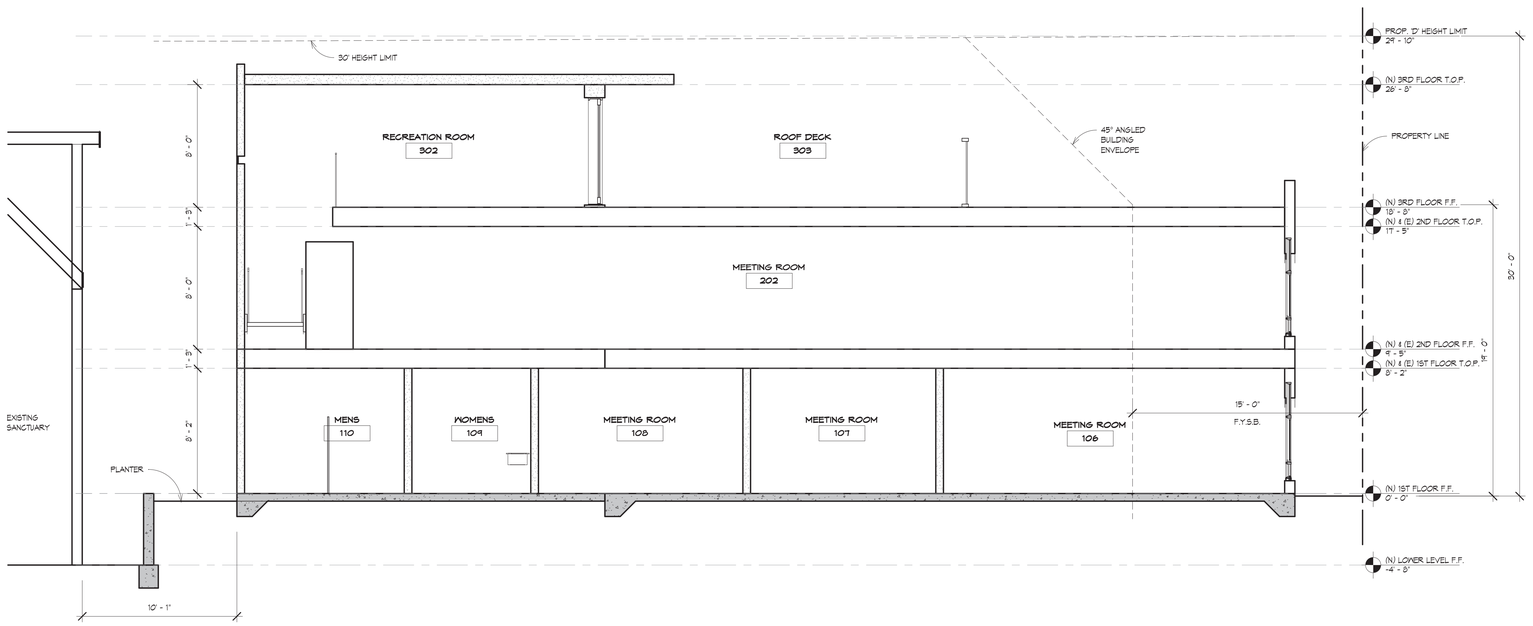


Building Section C

1/4" = 1'-0"



Building Section D

1/4" = 1'-0"

PREPARED BY:

NAME: ARCHITECT MARK D. LYON, INC.

ADDRESS: 410 BIRD ROCK AVE.
LA JOLLA, CA 92037

PHONE#: (858)459-1171

PROJECT NAME:

LA JOLLA CHRISTIAN FELLOWSHIP
627 GENTER STREET
LA JOLLA, CA 92037

SHEET TITLE

BUILDING SECTIONS

REVISION 10:
REVISION 9:
REVISION 8:
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REVISION 4: 5/21/2024
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ORIGINAL DATE: 3/22/2022

SHEET 18 OF 19

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LA JOLLA CHRISTIAN FELLOWSHIP
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LA JOLLA, CA 92037

REVISIONS:
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SUBMITTAL DATE: 12/20/2023

PHASE: CUP

PROJECT NUMBER: 2118

REVIEWED BY: MDL

DRAWN BY: KJL

DATE: 5/21/2024 7:21:57 AM

SHEET TITLE: BUILDING SECTIONS

A302

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WINDOW SCHEDULE

NO.	ROOM	(N)/(E)	WIDTH	HEIGHT	WINDOW OPERATION	SQ.FT.	LITES	PANES	GLASS	EXTERIOR MATERIAL	INTERIOR MATERIAL	REMARKS
A	001	(E)	3'-10"	5'-0"	PIVOT WITH FIXED PANEL ABOVE AND BELOW	19.1	8 TDL	SINGLE	1-HR. LAMINATED	STEEL	STEEL	EXISTING TO REMAIN, REPAIR AND REFINISH IN PLACE
B	001	(E)	3'-10"	5'-0"	PIVOT WITH FIXED PANEL ABOVE AND BELOW	19.1	8 TDL	SINGLE	1-HR. LAMINATED	STEEL	STEEL	EXISTING TO REMAIN, REPAIR AND REFINISH IN PLACE
C	003	(E)	3'-8"	2'-8"	XO SLIDER	9.7	1	DUAL	TINTED	VINYL	VINYL	TO BE REMOVED AND REPLACED WITH WINDOW 'N', HEADER TO REMAIN
D	003	(E)	3'-10"	6'-3"	XO SLIDER WITH FIXED ARCH PANEL ABOVE AND FIXED PANEL BELOW	25.9	4 TDL	DUAL	TINTED	VINYL	VINYL	TO BE REMOVED AND REPLACED WITH WINDOW 'O', HEADER TO REMAIN
E	004	(E)	3'-10"	6'-3"	XO SLIDER WITH FIXED ARCH PANEL ABOVE AND FIXED PANEL BELOW	25.9	4 TDL	DUAL	TINTED	VINYL	VINYL	TO BE REMOVED AND REPLACED WITH WINDOW 'P', HEADER TO REMAIN
F	004	(E)	3'-10"	5'-0"	XO SLIDER WITH FIXED PANEL ABOVE AND BELOW	19.1	4 TDL	DUAL	TINTED	VINYL	VINYL	TO BE REMOVED AND REPLACED WITH WINDOW 'Q', HEADER TO REMAIN
G	004	(E)	3'-10"	5'-0"	XO SLIDER WITH FIXED PANEL ABOVE AND BELOW	19.1	4 TDL	DUAL	TINTED	VINYL	VINYL	TO BE REMOVED AND REPLACED WITH WINDOW 'R', HEADER TO REMAIN
H	005	(E)	3'-2"	3'-2"	XO SLIDER	10.0	1	DUAL	TINTED	VINYL	VINYL	TO BE REMOVED AND REPLACED WITH WINDOW 'S', HEADER TO REMAIN
I	006	(E)	3'-2"	3'-2"	XO SLIDER	10.0	1	DUAL	TINTED	VINYL	VINYL	TO BE REMOVED AND REPLACED WITH WINDOW 'T', HEADER TO REMAIN
J	007	(E)	3'-10"	5'-0"	XO SLIDER WITH FIXED PANEL ABOVE AND BELOW	19.1	4 TDL	DUAL	TINTED	VINYL	VINYL	TO BE REMOVED AND REPLACED WITH WINDOW 'U', HEADER TO REMAIN
K	007	(E)	3'-10"	5'-0"	XO SLIDER WITH FIXED PANEL ABOVE AND BELOW	19.1	4 TDL	DUAL	TINTED	VINYL	VINYL	TO BE REMOVED AND REPLACED WITH WINDOW 'V', HEADER TO REMAIN
AA	008	(E)	3'-10"	5'-0"	PIVOT WITH FIXED PANEL ABOVE AND BELOW	19.1	8 TDL	SINGLE	1-HR. LAMINATED	STEEL	STEEL	EXISTING TO REMAIN, REPAIR AND REFINISH IN PLACE
BB	008	(E)	3'-10"	5'-0"	PIVOT WITH FIXED PANEL ABOVE AND BELOW	19.1	8 TDL	SINGLE	1-HR. LAMINATED	STEEL	STEEL	EXISTING TO REMAIN, REPAIR AND REFINISH IN PLACE
CC	008	(E)	3'-10"	5'-0"	PIVOT WITH FIXED PANEL ABOVE AND BELOW	19.1	8 TDL	SINGLE	1-HR. LAMINATED	STEEL	STEEL	EXISTING TO REMAIN, REPAIR AND REFINISH IN PLACE
DD	010	(E)	3'-10"	5'-0"	XO SLIDER WITH FIXED PANEL ABOVE AND BELOW	19.1	4 TDL	DUAL	TINTED	VINYL	VINYL	TO BE REMOVED AND REPLACED WITH WINDOW 'PP', HEADER TO REMAIN
EE	010	(E)	3'-10"	6'-3"	XO SLIDER WITH FIXED ARCH PANEL ABOVE AND FIXED PANEL BELOW	25.9	4 TDL	DUAL	TINTED	VINYL	VINYL	TO BE REMOVED AND REPLACED WITH WINDOW 'QQ', HEADER TO REMAIN
FF	010	(E)	3'-10"	6'-3"	XO SLIDER WITH FIXED ARCH PANEL ABOVE AND FIXED PANEL BELOW	25.9	4 TDL	DUAL	TINTED	VINYL	VINYL	TO BE REMOVED AND REPLACED WITH WINDOW 'RR', HEADER TO REMAIN
GG	010	(E)	3'-10"	5'-0"	XO SLIDER WITH FIXED PANEL ABOVE AND BELOW	19.1	4 TDL	DUAL	TINTED	VINYL	VINYL	TO BE REMOVED AND REPLACED WITH WINDOW 'SS', HEADER TO REMAIN
HH	010	(E)	3'-10"	5'-0"	XO SLIDER WITH FIXED PANEL ABOVE AND BELOW	19.1	4 TDL	DUAL	TINTED	VINYL	VINYL	TO BE REMOVED AND REPLACED WITH WINDOW 'TT', HEADER TO REMAIN
II	008	(E)	3'-10"	5'-0"	XO SLIDER WITH FIXED PANEL ABOVE AND BELOW	19.1	4 TDL	DUAL	TINTED	VINYL	VINYL	TO BE REMOVED AND REPLACED WITH WINDOW 'UU', HEADER TO REMAIN
JJ	008	(E)	3'-10"	5'-0"	XO SLIDER WITH FIXED PANEL ABOVE AND BELOW	19.1	4 TDL	DUAL	TINTED	VINYL	VINYL	TO BE REMOVED AND REPLACED WITH WINDOW 'VV', HEADER TO REMAIN
KK	008	(E)	3'-10"	5'-0"	XO SLIDER WITH FIXED PANEL ABOVE AND BELOW	19.1	4 TDL	DUAL	TINTED	VINYL	VINYL	TO BE REMOVED AND REPLACED WITH WINDOW 'WW', HEADER TO REMAIN
LL	008	(E)	3'-10"	5'-0"	XO SLIDER WITH FIXED PANEL ABOVE AND BELOW	19.1	4 TDL	DUAL	TINTED	VINYL	VINYL	TO BE REMOVED AND REPLACED WITH WINDOW 'XX', HEADER TO REMAIN
N	105	(N)	3'-8"	2'-8"	XO SLIDER	9.7	1	DUAL	TINTED	ALUM. CLAD	WOOD	INSTALL IN EXISTING OPENING OF WINDOW 'C'
O	105	(N)	3'-10"	6'-3"	XO SLIDER WITH FIXED ARCH PANEL ABOVE AND FIXED PANEL BELOW	25.9	4 TDL	DUAL	TINTED	ALUM. CLAD	WOOD	INSTALL IN EXISTING OPENING OF WINDOW 'D'
P	106	(N)	3'-10"	6'-3"	XO SLIDER WITH FIXED ARCH PANEL ABOVE AND FIXED PANEL BELOW	25.9	4 TDL	DUAL	TINTED	ALUM. CLAD	WOOD	INSTALL IN EXISTING OPENING OF WINDOW 'E'
Q	106	(N)	3'-10"	5'-0"	XO SLIDER WITH FIXED PANEL ABOVE AND BELOW	19.1	4 TDL	DUAL	TINTED	ALUM. CLAD	WOOD	INSTALL IN EXISTING OPENING OF WINDOW 'F'
R	106	(N)	3'-10"	5'-0"	XO SLIDER WITH FIXED PANEL ABOVE AND BELOW	19.1	4 TDL	DUAL	TINTED	ALUM. CLAD	WOOD	INSTALL IN EXISTING OPENING OF WINDOW 'G'
S	106	(N)	3'-10"	5'-0"	XO SLIDER WITH FIXED PANEL ABOVE AND BELOW	19.1	4 TDL	DUAL	TINTED	ALUM. CLAD	WOOD	INSTALL IN EXISTING OPENING OF WINDOW 'H'
T	107	(N)	3'-10"	5'-0"	XO SLIDER WITH FIXED PANEL ABOVE AND BELOW	19.1	4 TDL	DUAL	TINTED	ALUM. CLAD	WOOD	INSTALL IN EXISTING OPENING OF WINDOW 'I'
U	108	(N)	3'-10"	5'-0"	XO SLIDER WITH FIXED PANEL ABOVE AND BELOW	19.1	4 TDL	DUAL	TINTED	ALUM. CLAD	WOOD	INSTALL IN EXISTING OPENING OF WINDOW 'J'
V	108	(N)	3'-10"	5'-0"	XO SLIDER WITH FIXED PANEL ABOVE AND BELOW	19.1	4 TDL	DUAL	TINTED	ALUM. CLAD	WOOD	INSTALL IN EXISTING OPENING OF WINDOW 'K'
W	109	(N)	3'-10"	1'-0"	AWNING	3.8	1	DUAL	TINTED	ALUM. CLAD	WOOD	AT NEW ADDITION, TOP AT 7'-0" A.F.F.
X	109	(N)	3'-10"	1'-0"	AWNING	3.8	1	DUAL	TINTED	ALUM. CLAD	WOOD	AT NEW ADDITION, TOP AT 7'-0" A.F.F.
Y	110	(N)	3'-10"	1'-0"	AWNING	3.8	1	DUAL	TINTED	ALUM. CLAD	WOOD	AT NEW ADDITION, TOP AT 7'-0" A.F.F.
PP	202	(N)	3'-10"	5'-0"	XO SLIDER WITH FIXED PANEL ABOVE AND BELOW	19.1	4 TDL	DUAL	TINTED	ALUM. CLAD	WOOD	INSTALL IN EXISTING OPENING OF WINDOW 'DD'
QQ	202	(N)	3'-10"	6'-3"	XO SLIDER WITH FIXED ARCH PANEL ABOVE AND FIXED PANEL BELOW	25.9	4 TDL	DUAL	TINTED	ALUM. CLAD	WOOD	INSTALL IN EXISTING OPENING OF WINDOW 'EE'
RR	202	(N)	3'-10"	6'-3"	XO SLIDER WITH FIXED ARCH PANEL ABOVE AND FIXED PANEL BELOW	25.9	4 TDL	DUAL	TINTED	ALUM. CLAD	WOOD	INSTALL IN EXISTING OPENING OF WINDOW 'FF'
SS	202	(N)	3'-10"	5'-0"	XO SLIDER WITH FIXED PANEL ABOVE AND BELOW	19.1	4 TDL	DUAL	TINTED	ALUM. CLAD	WOOD	INSTALL IN EXISTING OPENING OF WINDOW 'GG'
TT	202	(N)	3'-10"	5'-0"	XO SLIDER WITH FIXED PANEL ABOVE AND BELOW	19.1	4 TDL	DUAL	TINTED	ALUM. CLAD	WOOD	INSTALL IN EXISTING OPENING OF WINDOW 'HH'
UU	202	(N)	3'-10"	5'-0"	XO SLIDER WITH FIXED PANEL ABOVE AND BELOW	19.1	4 TDL	DUAL	TINTED	ALUM. CLAD	WOOD	INSTALL IN EXISTING OPENING OF WINDOW 'II'
VV	202	(N)	3'-10"	5'-0"	XO SLIDER WITH FIXED PANEL ABOVE AND BELOW	19.1	4 TDL	DUAL	TINTED	ALUM. CLAD	WOOD	INSTALL IN EXISTING OPENING OF WINDOW 'JJ'
WW	202	(N)	3'-10"	5'-0"	XO SLIDER WITH FIXED PANEL ABOVE AND BELOW	19.1	4 TDL	DUAL	TINTED	ALUM. CLAD	WOOD	INSTALL IN EXISTING OPENING OF WINDOW 'KK'
XX	202	(N)	3'-10"	5'-0"	XO SLIDER WITH FIXED PANEL ABOVE AND BELOW	19.1	4 TDL	DUAL	TINTED	ALUM. CLAD	WOOD	INSTALL IN EXISTING OPENING OF WINDOW 'LL'
YY	202	(N)	3'-10"	1'-0"	AWNING	3.8	1	DUAL	TINTED	ALUM. CLAD	WOOD	AT NEW ADDITION, TOP AT 6'-8" A.F.F.
ZZ	203	(N)	3'-10"	1'-0"	AWNING	3.8	1	DUAL	TINTED	ALUM. CLAD	WOOD	AT NEW ADDITION, TOP AT 6'-8" A.F.F.
AB	202	(N)	3'-10"	1'-0"	FIXED	3.8	1	DUAL	TINTED	ALUM. CLAD	WOOD	AT NEW ADDITION, TOP AT 2'-2" A.F.F.
AAA	302	(N)	3'-10"	1'-0"	AWNING	3.8	1	DUAL	TINTED	ALUM. CLAD	WOOD	AT NEW ADDITION, TOP AT 6'-8" A.F.F.
BBB	302	(N)	3'-10"	1'-0"	AWNING	3.8	1	DUAL	TINTED	ALUM. CLAD	WOOD	AT NEW ADDITION, TOP AT 6'-8" A.F.F.
CCC	302	(N)	3'-10"	1'-0"	AWNING	3.8	1	DUAL	TINTED	ALUM. CLAD	WOOD	AT NEW ADDITION, TOP AT 6'-8" A.F.F.
DDD	302	(N)	3'-10"	1'-0"	FIXED	3.8	1	DUAL	TINTED	ALUM. CLAD	WOOD	AT NEW ADDITION, TOP AT 2'-2" A.F.F.
S1	101	(N)	10'-6"	12'-10"	STOREFRONT GLAZING SYSTEM	134.7	6 TDL	DUAL	LAM. / TINTED	ALUMINUM	ALUMINUM	AT NEW ADDITION, DOOR 15 INCLUDED IN SYSTEM
S2	101	(N)	10'-6"	12'-10"	STOREFRONT GLAZING SYSTEM	134.7	6 TDL	DUAL	LAM. / TINTED	ALUMINUM	ALUMINUM	AT NEW ADDITION
S3	204	(N)	10'-6"	8'-0"	STOREFRONT GLAZING SYSTEM	84.0	3 TDL	DUAL	LAM. / TINTED	ALUMINUM	ALUMINUM	AT NEW ADDITION
S4	204	(N)	10'-6"	8'-0"	STOREFRONT GLAZING SYSTEM	84.0	3 TDL	DUAL	LAM. / TINTED	ALUMINUM	ALUMINUM	AT NEW ADDITION
S5	305	(N)	19'-6"	3'-6"	STOREFRONT GLAZING SYSTEM	68.2	4 TDL	DUAL	LAM. / TINTED	ALUMINUM	ALUMINUM	AT NEW ADDITION
S6	305	(N)	4'-0"	3'-6"	STOREFRONT GLAZING SYSTEM	14.0	1	DUAL	LAM. / TINTED	ALUMINUM	ALUMINUM	AT NEW ADDITION

NOTE: EXISTING VINYL WINDOWS TO BE REMOVED ARE NOT ORIGINAL TO THE CONSTRUCTION OF THE BUILDING.

ALL NEW WINDOWS TO BE 'MARVIN - ULTIMATE SERIES' OR EQUAL U.O.N. VERIFY ALL WINDOW SELECTIONS WITH OWNER

NOTE - GLAZING EFFICIENCY
ALL NEW WINDOWS SHALL BE DUAL GLAZING INSULATED GLASS WITH ARGON.
U-FACTOR: 0.30
SHGC: 0.21

ALL NEW DOORS WITH GLAZING SHALL BE DUAL GLAZING INSULATED GLASS WITH ARGON.
U-FACTOR: 0.30
SHGC: 0.21

DOOR SCHEDULE

NO.	ROOM	(N)/(E)	WIDTH	HEIGHT	DOOR TYPE	SWING	GLAZ. SQ. FT.	LITES	PANES	GLASS	DOOR MATERIAL	FRAME MATERIAL	REMARKS
1	007	(E)	3'-0"	7'-0"	FLUSH SOLID CORE	LHR	-	-	-	-	WOOD	WOOD	EXTERIOR DOOR TO BE REMOVED
2	001	(E)	3'-6"	7'-0"	NARROW LIGHT	RHR	1.0	1	SINGLE	1-HR. LAMINATED	STEEL	STEEL	EXTERIOR DOOR TO BE REMOVED, INFILL OPENING
3	002	(E)	3'-6"	7'-0"	FLUSH	RHR	-	-	-	-	STEEL	STEEL	EXTERIOR DOOR TO BE REMOVED AND REPLACED WITH DOOR '1T', HEADER TO REMAIN
4	008	(E)	3'-0"	7'-0"	3-PANEL	LHR	-	-	-	-	WOOD	WOOD	INTERIOR DOOR TO BE REMOVED
5	001	(E)	3'-0"	7'-0"	DUTCH SOLID CORE	RHR	-	-	-	-	WOOD	WOOD	INTERIOR DOOR TO BE REMOVED
6	003	(E)	3'-0"	7'-0"	3-PANEL	LHR	-	-	-	-	WOOD	WOOD	INTERIOR DOOR TO BE REMOVED
7	004	(E)	3'-0"	7'-0"	3-PANEL	RHR	-	-	-	-	WOOD	WOOD	INTERIOR DOOR TO BE REMOVED
8	005	(E)	3'-0"	7'-0"	3-PANEL	RHR	-	-	-	-	WOOD	WOOD	INTERIOR DOOR TO BE REMOVED
9	006	(E)	3'-0"	7'-0"	3-PANEL	LHR	-	-	-	-	WOOD	WOOD	INTERIOR DOOR TO BE REMOVED
10	009	(E)	3'-6"	7'-0"	FLUSH	RHR	-	-	-	-	STEEL	STEEL	EXTERIOR DOOR TO BE REMOVED, INFILL OPENING
11	009	(E)	3'-6"	7'-0"	FLUSH	RHR	-	-	-	-	STEEL	STEEL	EXTERIOR DOOR TO BE REMOVED AND REPLACED WITH DOOR '31', HEADER TO REMAIN
12	008	(E)	3'-0"	7'-0"	3-PANEL	LHR	-	-	-	-	WOOD	WOOD	INTERIOR DOOR TO BE REMOVED
13	010	(E)	3'-0"	7'-0"	3-PANEL	RHR	-	-	-	-	WOOD	WOOD	INTERIOR DOOR TO BE REMOVED
15	101	(N)	3'-2"	8'-0"	STOREFRONT DOOR	RHR	24.0	1	DUAL	LAM. / TINTED	ALUMINUM	ALUMINUM	AT NEW ADDITION, GLAZING SQ. FT. INCLIDED IN STOREFRONT "S2"
16	104	(N)	3'-0"	7'-0"	FLUSH	LHR	-	-	-	-	STEEL	STEEL	AT NEW ADDITION
17	104	(N)	3'-0"	7'-0"	FLUSH	LHR	-	-	-	-	STEEL	STEEL	INSTALL IN EXISTING OPENING OF DOOR '3'
18	103	(N)	3'-6"	6'-8"	SLIDING ELEVATOR DOOR	-	-	-	-	-	STEEL	STEEL	AT NEW ADDITION, PER ELEVATOR MFR.
19	103	(N)	3'-6"	6'-8"	SLIDING ELEVATOR DOOR	-	-	-	-	-	STEEL	STEEL	AT NEW ADDITION, PER ELEVATOR MFR.
20	105	(N)	3'-0"	7'-0"	3-PANEL	LH	-	-	-	-	WOOD	WOOD	AT NEW ADDITION
21	106	(N)	3'-0"	7'-0"	3-PANEL	LH	-	-	-	-	WOOD	WOOD	AT INTERIOR REMODELED AREA
22	107	(N)	3'-0"	7'-0"	3-PANEL	RHR	-	-	-	-	WOOD	WOOD	AT INTERIOR REMODELED AREA
23	108	(N)	3'-0"	7'-0"	3-PANEL	LHR	-	-	-	-	WOOD	WOOD	AT INTERIOR REMODELED AREA
24	109	(N)	3'-0"	7'-0"	3-PANEL	LHR	-	-	-	-	WOOD	WOOD	AT NEW ADDITION
25	110	(N)	3'-0"	7'-0"	3-PANEL	RHR	-	-	-	-	WOOD	WOOD	AT NEW ADDITION
26	109	(N)	3'-0"	5'-0"	WATER CLOSET PARTITION DOOR	LHR	-	-	-	-	HDPE	STAINLESS	AT NEW ADDITION
27	109	(N)	3'-0"	5'-0"	WATER CLOSET PARTITION DOOR	LHR	-	-	-	-	HDPE	STAINLESS	AT NEW ADDITION
28	110	(N)	3'-0"	5'-0"	WATER CLOSET PARTITION DOOR	LHR	-	-	-	-	HDPE	STAINLESS	AT NEW ADDITION
29	110	(N)	3'-0"	5'-0"	WATER CLOSET PARTITION DOOR	LHR	-	-	-	-	HDPE	STAINLESS	AT NEW ADDITION
30	202	(N)	3'-0"	7'-0"	FLUSH	RHR	-	-	-	-	STEEL	STEEL	AT NEW ADDITION
31	202	(N)	3'-0"	7'-0"	FLUSH	RHR	-	-	-	-	STEEL	STEEL	INSTALL IN EXISTING OPENING OF DOOR '11'
32	203	(N)	3'-0"	7'-0"	3-PANEL	RHR	-	-	-	-	WOOD	WOOD	AT NEW ADDITION
33	204	(N)	3'-0"	7'-0"	SINGLE LITE FRENCH DOOR	LHR	21.0	1	DUAL	TEMP. / TINTED	ALUM. CLAD	WOOD	AT NEW ADDITION
34	201	(N)	3'-6"	6'-8"	SLIDING ELEVATOR DOOR	-	-	-	-	-	STEEL	STEEL	AT NEW ADDITION, PER ELEVATOR MFR.
35	304	(N)	3'-0"	7'-0"	SINGLE LITE FRENCH DOOR	LHR	21.0	1	DUAL	TEMP. / TINTED	ALUM. CLAD	WOOD	AT NEW ADDITION
36	302	(N)	12'-0"	7'-0"	3-PANEL SLIDING POCKET DOOR SYSTEM	-	84.0	3	DUAL	TEMP. / TINTED	ALUMINUM	ALUMINUM	AT NEW ADDITION
37	305	(N)	3'-0"	7'-0"	FLUSH	LHR	-	-	-	-	STEEL	STEEL	AT NEW ADDITION
38	301	(N)	3'-6"	6'-8"	SLIDING ELEVATOR DOOR	-	-	-	-	-	STEEL	STEEL	AT NEW ADDITION, PER ELEVATOR MFR.

ALL EXTERIOR DOORS TO BE 'TRUDOOR' OR EQUAL U.O.N.
ALL INTERIOR DOORS TO BE 'T.M. COBB' OR EQUAL U.O.N.
VERIFY ALL DOOR SELECTIONS WITH OWNER.

PREPARED BY:

NAME: ARCHITECT MARK D. LYON, INC.
ADDRESS: 410 BIRD ROCK AVE
LA JOLLA, CA 92037
PHONE#: (858)459-1171

PROJECT NAME:
LA JOLLA CHRISTIAN FELLOWSHIP
627 GENTER STREET
LA JOLLA CA 92037

SHEET TITLE
DOOR AND WINDOW SCHEDULES

REVISION 10:
REVISION 9:
REVISION 8:
REVISION 7:
REVISION 6:
REVISION 5: 5/21/2024
REVISION 4: 5/21/2024
REVISION 3: 12/20/2023
REVISION 2: 5/22/2023
REVISION 1: 4/20/2022

ORIGINAL DATE: 5/22/2022

SHEET 18 OF 18

DEPT#:

ARCHITECT MARK D. LYON, INC.
410 BIRD ROCK AVE., LA JOLLA CA 92037 (858) 459-1171 INFO@MDLA.NET

REGISTERED ARCHITECT MARK D. LYON No. 16515 RENEW: 21-09 STATE OF CALIFORNIA

LA JOLLA CHRISTIAN FELLOWSHIP
627 GENTER STREET
LA JOLLA, CA 92037

REVISIONS:
1

SUBMITTAL DATE: 12/20/2023
PHASE: CUP
PROJECT NUMBER: 2118
REVIEWED BY: MDL
DRAWN BY: KJL
DATE: 5/21/2024 7:21:57 AM
SHEET TITLE: DOOR AND WINDOW SCHEDULES

A601

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APPEAL

Interested Party hereby appeals the City of San Diego (hereinafter "City") Hearing Officer Determination on the Project Named "627 Genter Street/PRJ-1055455 (hereinafter "Church Expansion Project").

The City's determination finds that the Church Expansion Project is approved subject to permit conditions, per Resolution No. HO-7613.

Interested Party hereby appeals the determination on the following grounds pursuant to San Diego Municipal Code ("SDMC").

An application for an appeal shall include the following information: (SDMC 113.0510 (a) & (b))

- (a)(1) The name, address, and telephone number of the person filing the appeal: Beth Mahn and Scott Miller, 7231 Draper Avenue, La Jolla, CA 92037. Telephone: 858-354-1820. By and on behalf of interested parties made up of ourselves and neighbors surrounding the project location[1].
- (a)(2) The name of the applicant: Mark Lyon/Kevin Leon on behalf of La Jolla Christian Fellowship (LJCF)
- (a)(3) Decision being appealed: Hearing Officer Resolution HO-7613. Date of decision: May 21, 2025.
- (a)(4) The specific grounds, clearly identified, upon which the appellant claims the Hearing Officer's decision was made in error are noted below.
- (a)(5) Information and exhibits supporting the appeal that are available at the time of the appeal are referenced and attached herein.

- (b) Appellant satisfies the "Interested Person" definition requirements pursuant to San Diego Municipal Code (SDMC) Sec. 113.0103. We are people who expressed an interest in the decision in writing to that decision maker from which an appeal arose. We are appealing to the Hearing Officer's decision to approve the project, which was made at the May 21, 2025, hearing. We submitted a written comment on May 20, 2025, to Item 3 on the Agenda (the same project by which I now issue an appeal).

PROJECT DESCRIPTION: Conditional Use Permit (CUP) No. 3241543 and Coastal Development Permit No. 3310239 (CDP) for expansion and renovations to the existing education building on the larger religious campus located at 627 Genter and improvements as follows:

Addition of a 3 story, 2,270 square foot addition incorporating/including a commercial roof top deck/venue with a capacity of 45+ persons to an existing 2 story 2,340 square foot building. This is the only commercial rooftop deck/venue on a church in San Diego. City Code 131.0420(c) states "all uses or activities permitted in the residential zones shall be conducted entirely within an enclosed building unless the use or activity is traditionally conducted outdoors."

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[1] Despite baseless representations of resound "community support," most neighbors directly affected by this project and living within a close radius to LJCF have expressed legitimate concerns and apprehensiveness to the proposed project. LJCF has rebuked any and all requests by neighbors for meetings to discuss its plans. I do hereby submit this appeal on those neighbors' behalf as well. This group is named Genter/Draper Neighbors, also an "interested person" pursuant to SDMC Sec. 113.0103

The project site contains three buildings that comprise a religious campus. The buildings include the Sanctuary Building, Fellowship Hall, and the Education Building. **Total building occupancy of 988 persons.** Maximum allowed occupancy is 300 persons in RM-1-1. No off-street parking is currently provided or proposed.

The 0.48-acre site is in the RM-1-1 and Coastal Overlay (Non-Appealable Area) Zone within the La Jolla Community Plan area, Council District 1. RM-1-1 permits a maximum density of 1 dwelling unit for each 3,000 square feet of lot area.

LEGAL DESCRIPTION: LOT 3 & ½ OF LOT 2, MAP #897 F.T. SCRIPPS ADDITION TO LA JOLLA PARK

GROUNDS

- **FACTUAL ERROR**

The City erroneously and unlawfully applied Assembly Bill 2097 to this project.

AB2097 IS MISAPPLIED WITH THE PROJECT PROPOSED AT 627 GENTER STREET.

AB2097 should NOT be applied to the project proposed at 627 Genter Street. This project is inapplicable to AB2097 as it does not satisfy the requirements proscribed by the law and the City's application of this assembly bill to this project is an incorrect application of the law.

KEY SUMMARY:

- AB2097 relies on proximity to a major transit stop to be implemented. This measurement is 1/2 mile in La Jolla.
- Of the three types of Major transit stops in California, only one is possible in La Jolla. This one option is the intersection of two bus lines that operate with a frequency of 20 minutes or less during peak commute times.
- If an area (like La Jolla) is only serviced by one line that meets the frequency, but a second qualifying and intersecting line is in the 2035/50 Regional Transit Plan then AB2097 may be applied.
- La Jolla is currently serviced by one qualifying line.
- A second line is in the 2035/50 RTP, **but it is considered a non-qualifying collinear route and therefore does not meet the criteria as an intersecting line per the California Department of Housing and Community Development Technical Advisory On the Implementation of AB2097, January 2025 (Exhibit A).**
- A bus stop that is serviced by both of these lines is **NOT** considered a Major Transit Stop. Only the frequency can be combined with that specific stop. An additional (3rd) intersecting and qualifying line must be operational or included in the 2035/50 RTP in order for a stop (that is serviced by all three lines) to be considered a Major Transit Stop. **In the absence of this third qualifying line, AB2097 may not be applied. La Jolla does NOT have this third qualifying line in operation or in the 2035/50 RTP.**
- SANDAG has incorrectly stated that when a rapid transit bus stops at a bus stop with a regular bus, that stop is a Major Transit Stop. This is not correct. The only time a rapid transit bus stop is considered a Major Transit Stop is if it has a dedicated bus lane or has met other delineated criteria—none of which is applicable to the area around this project.

- Development Services, Planning, Hearing Officers, Planning Commission, City Council and SANDAG do not have the authority to override the California Department of Housing and Community Development's definitions of what constitutes a Major Transit Stop.

- AB2097 **CANNOT** be implemented legally in La Jolla.

There are several additional reasons why this project should not be offered parking exemptions as proscribed by AB2097. These are detailed more specifically below:

A. No Major Transit Stop –this project's reliance upon the stated Major Transit Stop in HO-25-022 is incorrect.

As explained above, there is no "major transit stop" servicing La Jolla, where this proposed project is located. For this reason alone, AB2097 parking exemptions should not be applied to the proposed project[2].

La Jolla has never had a major transit stop, does not currently have a major transit stop and according to the 2025/35 RTP, will not provide transit assets that will meet the definition in the future plan.

THE PAST
The only time in recent history that La Jolla had more than one bus line was in 2022 when the MTS140 was added to the existing MTS30. The MTS140 did not qualify as a 2nd major bus line as it never met the frequency requirements in peak commute times nor was it within a ½ mile to the project.

THE PRESENT
Currently La Jolla is serviced only by the MTS30 bus line. This is a single line that does not intersect with any other bus line in La Jolla.

THE FUTURE
Contained in the future 2025/35 plan there is a proposed MTS230 Rapid bus. Please refer to the California Department of Housing and Community Development Technical Advisory where it addresses the addition of a Rapid or Express bus to an existing local bus like the proposed MTS230 and the existing MTS30. It clearly says:

For purposes of applying AB2097, "collinear line families" (i.e., bus routes that share the same route, such as local and rapid lines) are combined and considered as one service route for service frequency. A line family that creates a loop (e.g., clockwise and counterclockwise service) is also considered one route for service frequency, even if each direction has a unique route number. Line families are intended to function as one bus route, where transit riders typically board the first bus available whether it is a local or rapid/express line, or whether the route loops. Only the intersections where the buses stop with a frequency interval of 20 minutes or less during morning and afternoon peak periods may qualify as major transit stops. Note: to qualify as an intersection of two or more major bus routes, a collinear line family must intersect with another qualifying major bus route that is not part of the line family.

Given the absence of another qualifying major bus route that is not part of this line family, La Jolla will not have a Major Transit Stop in the future.

[2] Before the January 2025 HCD Technical Advisory, the California Coastal Commission in a letter dated June 30, 2023 provided additional supporting guidance indicating that unless clearly demonstrated that the project had a major transit stop, pursuant to its similar restrictive definition, and that stop was located within one-half mile of a major transit stop, then AB2097 was inapplicable (Exhibit B).

Without a Major Transit Stop, AB2097 cannot be implemented in La Jolla and more directly can NOT be applied to this project. For all these reasons, the project's reliance upon the stated Major Transit Stop in HO-25-022 is incorrect. In fact, this project does not meet the specifications and requirements **REQUIRED** for AB2097 to apply (Exhibit C).

B. Time Barred—HO-25-022 incorrectly states AB2097's effective date; this project predates the law's applicability.

The Hearing Officer's Report incorrect states, "Assembly Bill No. 2097, Chapter 459 of the Government Code, which became effective September 22, 2022," this is NOT the effective date. It was signed into law on that date, but the effective date was January 1, 2023. There is a difference in the law's applicability between the date the law was signed and its effective date.

This project's application completion date for this project is March/April of 2022 according to the City of San Diego DSD and Applicant. AB2097 was not even signed in law until 9/2022 with an effective date 1/1/2023. **Therefore, the completion date predates the effective date of the bill and should not be applied to this project.**

It is understood that no "pipeline provision" has been adopted whereby it would allow or prohibit projects having submitted applications before the effective date of the ordinance to be subject to the rules in effect after the effective date of the ordinance. Given the absence of and adopted provision to this effect, the regular course of action with respect to effective date procedure is necessarily followed. Meaning, the effective date is just that—the date by which the law takes effect. Any project with a project completion date post-the effective date is subject to the rules of the ordinance; contrarily, any projects with a completion date before the effective date of the ordinance do not. This project is incorrectly being allowed to receive the benefit of AB2097.

This project is reliant upon its March/April 2022 application completion date to receive the benefits of a decommissioned bus line (which never met frequency requirements) that was on the books but has been discontinued and is no longer. It was discontinued as of December 2022 according to the City's emails with the applicant. The project was able to rely upon the bus stop based on the application completion date before the December 2022 bus stop removal date. However, if the applicant wants the benefit of being even potentially reviewed under AB2097 (although as is noted above, this project is inapplicable to it) it must do so within its proper regulatory framework and after the effective date.

The applicant should withdraw the project application and resubmit it to make it timely for the project to receive a review under the AB2097 regulation after its effective date. Should the applicant rightfully have to withdraw and resubmit with the appropriate timing to use the AB2097 benefits, it will no longer be able to use the bus stop that it rightfully should not be able to use, as it is no longer real and never met the frequency requirements. The project should not be able to pick and choose dates and gain benefits utilizing both sides of the law.

AB2097 has a clear effective date. When laws pass for citizens during elections and have effective dates guided by the law, we do not get to pick and choose the dates that would be most beneficial to us for it to become effective. There is a clear effective date and this project's application completion date pre-exists the effective date and there is no applicability in the State Bill that says retroactive application is due.

The project should not be able to utilize different dates to gain additional benefits. This project is not allowed to take advantage of both using the March/April 2022 application completion date *AND* a post-1/1/2023 effective date. It is one or the other.

Another neighbor inquired about this topic directly to the City's Project Manager; the following is their exchange:

On Tuesday, October 29, 2024 at 09:14:25 AM PDT, MacCartee, Robin <rmaccartee@sandiego.gov> wrote:

Good morning, _____,
Thank you for your patience in allowing me to respond. After consideration and review of AB2097, it was determined that no specific provisions were provided as to the applicability of the State Bill. State law supercedes local regulations, so the intent of the Bill was applied to the project review. The alternative would have been to have the applicant withdraw the application and resubmit, which would have achieved the same result, so there was no advantage to the applicant gained by applying the State regulations during the current Discretionary review of the project. Please let me know if you have any other questions.

Regards,

Robin

We now know the above response is patently false, because AB2097 cannot be applied in La Jolla.

Additionally, the parking requirements that would now be applied to this project—if AB2097 did not apply—has increased from 10 spots to 30 per 1, 000 square feet, since that date. There would be a changed requirements at play if the Applicant would have refiled post the effective date of AB2097—as the City should have required Applicant to do.

C. **Improper Purpose—this project is seeking to take the benefit of a pro-housing bill for a NON-housing project.**

Much like the largely reviled "Turquoise Tower" or "Vela" project in Pacific Beach, this project is contorting pro-housing policies (here AB2097) in order to receive the parking exemption benefit afforded to conforming projects.

Much like City Councilperson La Cava and Mayor Gloria stated in their joint letter dated October 8 opposing this (Vela) project, "we must not allow pro-housing policies to be usurped for purposes that do not meet a public benefit or respond to the state's housing affordability crisis." Assembly Bill 2097 is a state law which went into effect on January 1, 2023, that prohibits or limits parking requirements for developments within a one-half mile of a major transit stop or high-quality transit corridor. It is clear and indisputable that the purpose of AB2097 is to encourage housing projects. **This project is NOT a housing project and does NOT reduce greenhouse gas emissions (on the contrary) and therefore does NOT serve the purpose of this bill.**

Prominent San Diego and California politicians agree that we must "ensure the spirit of the law is not used inappropriately," like Sen. Catherine Blakespear pointedly said in her letter opposing the "Vela" project. She notes that she and others are "fully aligned in their concern about the unreasonable project that was proposed under the guise" of an affordable housing law. Similarly, here, the applicant looks to take advantage of parking exemptions afforded to other housing projects under the AB2097 law—of which it is notably not.

Significantly, State Senator Toni Atkins discussed her opposition to the "Vela" project because "it represents an extreme misuse of the State Density Bonus law." This project is a similar "extreme misuse" of AB2097, another State affordable housing law. Sen. Atkins goes on to state that development "should not be pursued by twisting public benefit housing laws to provide incentives for predominantly non-housing developments that primarily serve commercial interests." And yet this is exactly what the 627 Genter expansion purports to do.

Applicant representatives boast that this project expansion plan raise occupancy levels for the church to more than 1000 persons. It is well documented within public records about congregant and staff demographics that:

- 53% live within 5 miles of the LJCF zip code of 92037, which is up to 14 miles –each way--driving distance from the proposed project.
- 36% live between 5 miles and 35 miles from the LJCF zip code, which is up to 51 miles –each way-- driving.
- 11% live beyond the aforementioned distances from the LJCF zip code.

The applicant's leadership concedes that the current parking situation is untenable. The project is slated to be built on the only two off-street parking spots on the property. These spots have been illegally covered up since 2020 forcing the applicant to park their large commercial bus illegally on the street or on private property. No off-street parking is proposed for this project even though the existing use of the other buildings requires it. The applicant has bought two 6-passenger neighborhood electric vehicles (NEV) to patrol the neighborhood streets looking for congregants[3]. This unregulated NEV shuttle does NOT prevent or stop attendees from cruising the surrounding streets and neighborhood many times around looking for parking on already impacted city streets. These circling drivers increase greenhouse gas emissions significantly because of the continuous stop-and-go driving in search of parking spots. So then how does the increase in occupancy encouraged by this expansion project help reduce greenhouse gas emissions with no parking minimums being required? This expansion project increases the allowable amount of people accessing the property. It would be misleading to say that the expansion project would bring zero or few increased trips to the property, when church representatives have admittedly described its congregant growth as a central focus of this project. Plainly, this expansion project is likely to bring more drivers circling the neighborhood blocks searching for parking turnover which means more greenhouse gas emissions—not less as is the intended purpose of this ordinance.

Furthermore, **the California Government Code allows a city to impose or enforce minimum automobile parking requirements on a project that otherwise may fall under the AB2097 ordinance when it is true that by not imposing or enforcing minimum automobile parking requirements on the development would have a substantially negative impact on existing residential or commercial parking.** (See, CA Government Code Section 65863.2).

D. Event Centers are Excluded from AB2097— HO-25-022 incorrectly dismisses parking requirements for event center employees and this project more generally.

Whether AB2097 can even apply to a project and allow a public agency to not require minimum parking requirements for a development depends on the proposed land use or whether there is a commercial parking agreement in place, if needed. Relevant here, AB2097 prohibition on minimum parking requirements does NOT apply to developments that include event centers.

AB2097 does not define "event center". California Health and Safety Code Section 40717.8 defines the term to mean:

> "a community center, activity center, auditorium, convention center, stadium, coliseum, arena, sports facility, racetrack, pavilion, amphitheater, theme park, amusement park, fairgrounds, or other building, collection of buildings, or facility which is used exclusively or primarily for the holding of

[3] It should be noted that the applicant's NEV vehicles park illegally without a permit in the courtyards of the church campus. When needed they are driven down the sidewalk or there is a makeshift ramp to get it over the curb. They often drive on the sidewalk.

sporting events, athletic contests, contests of skill, exhibitions, conventions, **meetings**, spectacles, concerts, or shows, or for providing public amusement or entertainment."

The applicant and church administration cannot deny the use of what they call this "education building" to exclude meetings, events, performances, and receptions. Nor are they or any future leadership beholden to abide by any such statement or agreement. Why else build a roof top 3rd-story deck with a large sliding glass wall system allowing for a large flowing event space 30+ feet above the street, if not to house these events? In fact, church administration repeatedly boasts the need for this development as a community center and has clearly labeled all the rooms in the latest construction drawings as "Meeting Rooms." These labels reflect a change from the first submittal that showed youth age groups on the various floors and a "Play Area" on the roof. Yet the roof deck stays only with changed labels. And as a telling aside, despite declarations that this expansion space is needed "for the children," the plans still include a clear safety hazard—a roof deck 30+ feet above the ground. It seems contradictory if safety for children is the expansion intended purpose, why would a roof deck be a necessary element? This falls squarely within the "event center" description for use. This intended use can be corroborated by a history of tax records that clearly show a mix of secular and non-secular events-for-hire held at this campus.

Further, Government Code section 65863.2(d) provides that an event center must provide parking for employees and other workers, as provided by local ordinance. Despite claiming to the contrary, the organization does NOT have any agreement or authorization to use the SDUSD staff or any other district parking lots for their offsite parking. The church has no separate parking agreement with any offsite parking lots and does not have legitimate and legal parking of its own for the 627 Genter property site. Therefore, how will employees or workers at this event space park should this development ultimately be built according to the current iteration of plans before the City of San Diego DSD? This is a notable exception and is relevant to this project. An event center is not subject to all the parking reductions allowed in this bill and must provide automobile parking required by local ordinance for employees and other workers.

HO-25-022 does not provide a source for the statement "The SDMC does not require parking specifically for employees for a Religious Assembly use." This statement means to say that unless the SDMC specifically sets forth every type of use and its correlative employee parking requirement than the SDMC is to be read not to require any employee parking. If this were the correct interpretation, it would mean that for example, if the SDMC does not specifically state that a big box retail establishment requires parking for its employees, we are to construe that to mean that such a project needs NO employee parking? There is no specific language in the SDMC, laying out the need for employee parking for a nightclub or a sports complex or a water park--but despite that we KNOW that there will be employees working at those establishments. Are we to believe that when the development permits were issued for those types of developments, they too were *not* required to have any employee parking? That seems like an incorrect interpretation of the absence of a very specific provision. Where in the SDMC does it lay out every use possible and all the specific employee parking needs for every type of project?

The flawed interpretation above leads to the equally flawed conclusion that "[t]herefore, the local ordinance does not preclude the use of AB 2097 for the proposed project." This is an incorrect application of an equally flawed premise. This conclusory statement has no basis in fact. There is no source or support for this statement at all.

This project is not entitled to the AB2097 prohibition on minimum parking requirements because its project site is **ineligible as an event center.**

In conclusion, AB2097 CANNOT be implemented legally in La Jolla[4].

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[4] The ramifications of misapplying AB2097 to this project in La Jolla are severe. Other neighborhoods within San Diego have similar issues with SANDAG's incorrect Transit Priority Area maps and erroneous designations of major transit stops. See the recent article by City Councilmember candidate, Mandy Havlik, dated Mary 23, 2025 (Exhibit D).

Without a Major Transit Stop, AB2097 cannot be applied to this project. And because of this alone, the Planning Commission must affirm this appeal and DENY the Conditional Use Permit No. 3241543, and Coastal Development Permit No. 3310239.

▪ FINDINGS NOT SUPPORTED

The City based its determination that findings were supported on inaccurate information.

1) **See above**—AB2097 applicability to this project findings cannot be supported.

2) **See Exhibit E**—Presentation on the City's flawed analysis leading to findings that cannot be supported. In summary, those general points are as follows:
   a. This is a religious campus, it must be viewed as an entire site, not just the one building expansion.
   b. This is an expansion of use—a 3rd floor rooftop deck event space is a non-secular venue not religious assembly use.
   c. Not consistent with the general plan land use noise-compatibility guidelines.
   d. Relied upon inaccurate data provided by Applicant. The City did not perform any independent research to determine accuracy.
   e. The existing condition needs to be cured before any type of expansion is allowed.

3) **See Exhibit F**—HO-25-022 Report to the Hearing Officer failed to consider many issues and concerns and raised unanswered questions. In summary, those general points are as follows:
   a. No limitations or conditions on use were inserted in the CUP, unlike similar projects that came before the City in the past.
   b. The proposed CUP does not define "related incidental activities" whereby allowing free reign for any use—not limited to religious assembly.
   c. Sound, Lighting, Noise, Glare, have not been appropriately studied to determine impacts on neighbors and neighborhood.
   d. Unsupervised roof deck is an inappropriate venue for children and will be an expansion of use.
   e. No enforcement mechanism for neighbors to control use.
   f. Report relies upon incorrect timing to apply AB2097. The project completion date for this project PREDATES the effective date of the law. The findings cannot be supported because the HO Report provides inaccurate information upon which the HO relied upon to make her determination.

4) **Improper RLUIPA threats by Applicant causing the City to be scared to impose proper rules**—the Applicant waived a RLUIPA threat at the City, which frightened it into submission.

   The City is scared the Applicant will bring a RLUIPA action against it; but the Applicant does not have a viable claim. Public Records Request produced an email between the DSD and Applicant wherein the DSD was suggesting reasonable limitations and conditions for its proposed CUP, to which the Applicant responded by excerpting RLUIPA provisions. (Email dated July 12, 2024). This was an unveiled threat to the DSD to remove all conditions to the CUP or risk a lawsuit. It worked, the DSD reversed course entirely and never spoke of any CUP conditions again. This was a hollow threat, as there would be no viable claim against the City to place reasonably conditions on a CUP for this type of project. In fact, which is precisely what a CUP is designed to do.

Instead, Appellants here have a viable claim against the City for non-secular discrimination with its unfair application of land use laws. See articles and studies suggesting RLUIPA challenges are using the statue that was designed to protect against religious discrimination as a means for ignoring otherwise established land use laws and regulations (Exhibits G & H).

5) **Expansion of Use**—the Church Expansion Project intends to increase the overall occupancy load of the 627 Genter Street address to nearly 1000 occupants. The site on which this project is proposed, is only one parcel of land. This property has a current occupancy load of 890, this Expansion Project seeks to up that to nearly 1000 in a RM1-1 residential neighborhood. One that is surrounded on every side by single-family homes and low-density housing. The impact of 890 persons is extreme in this zone, but to raise it to 1000 without having to analyze or even consider the resulting environmental impacts at all is disastrous to the surrounding community.

6) **Other similar projects[5] in San Diego were *not* afforded the same benefits**—the Church Expansion Project should require the same scrutiny as other major projects have been subjected to by the City; many of which were asked to provide deeper environmental reviews. For some reason, this project has been given deferential treatment by the City and many important considerations and typical processes waived based on unsubstantiated representations by Applicant and the Applicant's team. Typical processes, data points, studies and other hard developmental tools have been strangely foregone in favor of relying upon Applicant statements.

▪ NEW INFORMATION

The California Department of Housing and Community Development Technical Advisory provides new guidance on AB2097, which was not previously considered.

The California Department of Housing and Community Development Technical Advisory On the Implementation of AB2097 was published January 2025 (Exhibit A). This document provides direct guidance on how to interpret AB2097 to project applications for purposes of prohibiting parking requirements. This document does give rise to all the aforementioned issues with the inapplicability of AB2097 to this project. This document is new. This document was not discussed, considered, reviewed, utilized by the City, the DSD, or the Hearing Officer in its review of this project or the subsequent determinations. This project needs to be analyzed within the scope of HCD's current guidance on how to apply this bill.

At the May 21st hearing, the City directly told the Hearing Officer that all of the parking issues on this project had been resolved. THIS IS PATENTLY FALSE. This information from the HCD and the interpretation instructions were not applied to this project by the City in the earlier stages. This issue was again raised in the Environmental Appeal for this same project. However, the City Council who heard that appeal stated directly that it would not be considering the parking/AB2097 related issues—as it was not ripe or related to the issue in front of them, which was only the project's environmental exemption. Consequently, this issue has been raised on numerous occasions, but the evidence has not been considered as it has not been ripe to do so before now, in this Appeal.

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[5] The La Jolla Hillel project was roughly 6,000 sq. ft. in size. There, Applicant was determined by the City not exempt from Environmental Review and required an EIR, which did determine several environmental impacts which were then mandated by the City to be ultimately remediated before permitting. Additionally, that project was required to include roughly 27 off-street parking spots, major public improvements, and strict use conditions. Despite being in a drastically more urban environment than the Church Expansion Project.

CONCLUSION:

At the very least, one of the reviewing bodies for the City of San Diego—the DSD, City Council or the City Attorney's Office, this Planning Commission—should request technical assistance from an outside third-party expert to determine whether the application of AB2097 to this project is allowable and advisable in this residential neighborhood whereby the project receives the parking exemptions it seeks. If not for the AB2097 application, the increase in occupancy would require the expansion project to include parking spaces. The current site has ZERO parking, no ADA, no EV, no off-street parking. As an aside, it can be proven with two decades of photographic evidence that the site did in fact have two parking spots which it used for administrative staff parking regularly. However, applicant now wishes to utilize that same space as part of the expansion building and understands that it is against General Parking Regulations code section 142.0510[6] to reduce existing parking, so Applicant has deceptively told DSD those spots were never maintained as parking—the City has accepted Applicant's misrepresentation[7].

Importantly AB2097 does not change the requirements for ADA or EV parking spaces, meaning any parking spaces provided must still comply with ADA accessibility standards and importantly, a public agency can still require the same percentage or number of accessible and EV parking spaces as would have otherwise applied if AB2097 did not apply. AB2097 does not alter the existing regulations regarding the number or design of accessible and EV parking spaces needed for a development. But because the Applicant is claiming AB2097 parking exemptions, it gets to maintain the expansion and occupancy increases but is not required to add ANY parking spaces to the neighboring community—not to accommodate electric vehicles or persons needing accessible parking. It is undisputable that the Applicant needs EV parking currently and has none. We know this because Applicant's NEV vehicles park illegally without a permit in the courtyards of the church campus. When needed they are driven down the sidewalk or there is a makeshift ramp to get it over the curb. They often drive on the sidewalk. This campus needs accessible and EV parking now, let alone if allowed to expand—and the current site has ZERO parking, no ADA, no EV, no off-street parking. NONE.

This project does not meet the specifications and requirements needed for AB2097 to apply. This expansion is like the issues raised by the "Vela" development in that both projects are exploiting holes in new laws to get away with projects that would not otherwise be allowable in our neighborhoods. The expanded and new use of having a rooftop event center within our very residential neighborhood is inconsistent with the AB2097 state housing law, the intent and goals of this bill, and RM-1 zoning restrictions.

For all the above stated factual errors, unsupported findings, and because of the latest information that now must be carefully considered, the Planning Commission should grant the Interested Party appeal of the Hearing Officer s Determination on the 627 Genter Street/PRJ-1055455 project. Assuming arguendo that the Planning Commission finds AB2097 to apply, but with exceptions—because it is a commercial development—a local public agency can make findings that having no minimum parking requirements would have a substantially negative impact on existing residential parking within 0.5 mile of the development parking. (Gov. Code. Sec. 65863.2, subd. (b)(3)). The substantial negative impact on existing residential parking is undeniable.

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[6] Code Section 142.0510(c): Existing Parking Not to be Reduced. Notwithstanding any other provisions of the Land Development Code, existing off-street parking facilities that were provided and maintained on the same premises before parking was required and which serve a use now requiring off-street parking spaces shall not be reduced in number, dimension, or any other manner below the requirements of this division. DSD was asked by the Applicant to prove that the two spots were required parking, which DSD said they could not do only because they were unable to find a permit for them. The non-existence of a legal permit for these spots does not prove that these spots did not exist and are not required. Applicant's contention that because it did not pull permits to legally build those two parking spots, all while utilizing and maintaining them as such, now serves to help them not now be subject to this regulation. The principle of public policy is this: ex Dolo malo non oritur action "no action arises from deceit."

I would like to incorporate the previously filed Environmental Appeal into this appellate record. (Exhibit I).

We respectfully request this APPEAL IS GRANTED.

Respectfully submitted,

Beth Mahn and Scott Miller, Interested Parties

By on behalf of Neighbors in Opposition to the Proposed Project Expansion