



THE CITY OF SAN DIEGO

## Report to the Planning Commission

**DATE ISSUED:** May 25, 2016 REPORT NO. PC-16-013

**HEARING DATE** June 2, 2016

**SUBJECT:** STREET AUTO DISMANTLING  
Process Four Decision

Project Number: [91725](#)

**OWNER/** Peter M. Cone, Linda Cone, Wilson Saathoff, Inc, Street Properties, Inc, and  
Dan E. Pichler.

**APPLICANT:** Tony Dieli

### SUMMARY

Issue: Should the Planning Commission approve a Conditional Use Permit and a Site Development Permit to maintain an existing automobile wrecking and dismantling facility located at 1328, 1560, and 1564 Heritage Road in the Otay Mesa Community Plan area?

#### Staff Recommendations:

1. **Certify** Mitigated Negative Declaration No. 91725 and Adopt the Mitigation, Monitoring and Reporting Program;
2. **Approve** Conditional Use Permit No. 1267106; and
3. **Approved** Site Development Permit No. 1267107.

Community Planning Group Recommendation: On May 20, 2015, the Otay Mesa Planning Group voted 10-0-2 to recommend approval of the project with no conditions (Attachment 8).

Environmental Review: Mitigated Negative Declaration No. 91725 has been prepared for the project in accordance with state of California Environmental Quality Act (CEQA) Guidelines. A Mitigation, Monitoring and Reporting Program (MMRP) has been prepared and will be implemented which will reduce, to below a level of significance, any potential impacts identified in the environmental review process.

Fiscal Impact Statement: None associated with this action. All costs associated with the processing for this project are paid by the applicant.

Code Enforcement Impact: Prior code violations have been reported on the site and the facility has been operating without a valid Conditional Use Permit. Approval of this project will remedy the code violations and requirement to operate with a Conditional Use Permit.

## **BACKGROUND**

The project proposes to maintain an existing automobile wrecking and dismantling facility on a 102-acre site located at 1328, 1560, and 1564 Heritage Road within IH-1-1, AR-1-1, and IL-2-1 zone(s) of the Otay Mesa Community Plan. Surrounding the site is undeveloped land within the Multi-Habitat Planning Area to the north, to the east is an existing auto dismantling facility and the western periphery of Brown Field, Otay Mesa Road and undeveloped land exist to the south and industrial developments exist to the west. The project requires a Conditional Use Permit (CUP) for wrecking and auto dismantling facilities in accordance with San Diego Municipal Code (SDMC) Section 101.0150 and an Otay Mesa Development District permit (OMDD) for a project in which a tentative map has not been approved subsequent to March 14, 1985 in accordance with SDMC section 1517.0202 and, for landscape deviation.

The portion of the auto dismantling facility north of Datsun Street (Attachment 4) has been at this location since 1973. CUP No. 82-0114 was approved in May of 1982 for a five year extension to the 1973 Conditional Use Permit. In October 1988, CUP No. 88-0312 was approved for an additional five years. In November of 1993, the current Conditional Use Permit application was submitted for the continued operation of the automobile wrecking and dismantling facility under CUP No. 93-0633.

For the portion of the facility located south of Datsun Street (Attachment 4), CUP No. 90-0150 was approved for an impound vehicle and semi-tractor trailer storage yard and auto dismantling and sales in June of 1990. In February 1993, CUP No. 92-0615 was approved for a three year extension of time to CUP No. 90-0510 with an expiration date of June 1996. Just prior to the expiration date of CUP No. 92-0615, the owner coordinated with the owners of CUP No. 93-0633 to combine their projects and process them together (current application) creating the 102-acre project site. The facility currently houses 35 leasehold operations located north of Datsun Street and 68 leaseholds south of Datsun Street. Hours of operation are approximately 7:00 a.m. to 5:00 p.m. seven days a week.

The auto dismantler use includes the business of buying, selling or dealing in registered vehicles including non-repairable vehicles, for the purposes of dismantling the vehicles in order to sell the integral parts and components in whole or in part. The parts which cannot be salvaged are crushed or shredded, melted down and sold to factories to be manufactured into other products. The automotive dismantling facility is considered to be part of the automotive recycling program because once the automobile is dismantled and all useable parts removed, the left over skeleton is sold and/or transported off site for metal scraps and plastic resin recycling. The facility includes accessory uses including recycling, retail sales of used and new automobile parts, sales of salvaged vehicles, glass or specialized parts sales, export sales, motorcycle and parts sales, and smog certification.

### Planning Commission Workshop:

In 1994, the Planning Commission conducted a workshop with City staff and the area auto dismantling facility operators to discuss the future of the auto dismantling industry in the Otay Mesa community. Issues discussed were compatibility with future developments sunset clauses for previously approved "temporary" CUP's and the wrecking and automobile dismantling facilities lack of permanent private and public improvements and design standards. To address the concerns, the

Planning Commission provided the following direction:

- 1) Construct solid walls located along public roadways. Chain link with solid material screening along interior roadways is required.
- 2) Install landscaping of sufficient size and material along all perimeter fencing and walls adjacent to public roadways to screen and buffer the facilities from adjacent property and public views.
- 3) Require public right-of-way improvements per City standards for public roads. Install paved parking areas.

The proposed project will be consistent with these objectives.

#### Project Processing:

The proposed project application was submitted and deemed complete in 1993. Originally the request was to extend the use for an additional five years. However, during the review process and after direction from the aforementioned 1994 Planning Commission workshop, the project was reviewed as a permanent use, resulting in a requirement for permanent public and private improvements and infrastructure pursuant to the Land Development Code. The project was delayed in part by the revised processing direction to review the facility as a permanent use, and complex issues related to Heritage Road and Datsun Street roadway classifications and alignments potentially changing as a result of the proposed Otay Mesa Community Plan Update. These issues required resolution as they affected site design, access issues and public improvement requirements. Additionally, as the Update was pending, the Planning Department determined that additional land use analysis was required to determine if the location of the existing and future proposed facilities was appropriate at this location in the community. Further, due to the timeframe in processing, previously accepted technical reports were required to be updated and re-analyzed based on current standards. Significant coordination with adjoining operators of other facilities was also necessary to resolve issues relating to the realignment of Heritage Road, public sewer connections, and the timing and phasing of infrastructure improvements.

At the time of the initial submittal and application deemed complete date, the project was within the Otay Mesa Planned District and zoned Otay Mesa Development District-Industrial (OMDD-I) and designated Industrial within the Otay Mesa Community Plan adopted in 1981. In January 2014, the Otay Mesa Community Plan Update was adopted by the City Council. The actions redesignated the site from Industrial to Heavy Industrial and rezoned the site from OMDD-I to the city-wide Industrial-Heavy-1-1 (IH-1-1), Industrial Light (IL-2-1) and the Agriculture Residential (AR-1-1) zones. Similar developed sites in the immediate area were also redesignated and rezoned accordingly to support the continued use and establishment of these facilities within the western part of the Otay Mesa Community. Both the 1981 Community Plan and the 2014 Otay Mesa Community Plan designate the entire project site for industrial development. The project is subject to the previous land use designation policies and the old OMDD - I zoning.

## **DISCUSSION**

### **Project Description:**

The project proposes the continued operation of an existing automobile wrecking and dismantling facility with public and private improvements. The project will include public improvements, abundant screening and onsite modifications to be completed in three phases over seven years. The improvements require the installation of public right-of-way improvements, public and private

infrastructure improvements including a water main, sewer main, fire protection facilities such as fire hydrants water systems and a private sewer system. Additionally, landscaping with combination masonry wall/screening fences and the replacement and installation of new yard office trailers with required on-site parking for each lease hold is required.

#### Hazardous Waste and Runoff:

All tenants are required to comply with the used oil recycling and/or hazardous waste recycling programs by implementing pollution control measures. These measures include oil recycling and/or hazardous waste recycling facilities and drop-off locations, review plans for new development review for connection to the storm drain system, and follow up on complaints of illegal discharges and accidental spills to storm drains, waterways, and canyons. There are no open cases with the County of San Diego of Environmental Health, nor is the project site considered hazardous per Government Code section 65962.5.

#### **Community Plan Analysis:**

The proposed facility, with the associated site improvements and corresponding development intensity, complies with the development regulations, standards, and policies in effect for the project site per the the 1981 Otay Mesa Community Plan, the underlying OMDD-I Zone subject to approval of a Site Development Permit and Conditional Use Permit, compliance with and all other City regulations, policies, guidelines, design standards and adopted land use plans applicable to this site.

The project site is designated as Industrial within the 1981Oty Mesa Community Plan. Otay Mesa remains a prime location for industrial uses including heavy industrial uses and is one of San Diego's last remaining viable spaces where wrecking and auto dismantling facilities can locate free of sensitive receptor conflicts such as open space, residential developments, and educational facilities. One of the design objectives of the Industrial Element of the 1981 Otay Mesa Community Plan requires aesthetically pleasing design and landscaping for all development proposals. The project implements this objective by providing abundant perimeter landscaping around the facility consisting of canopy and palm trees, drought tolerant shrubs, ground cover, and a vinyl coated chain link fence covered with green shade cloth. On Otay Mesa Road the landscaping will be additionally enhanced with a combination of landscaped berms and a vinyl coated chain link fence covered with shade cloth to help minimize the visual impact of the auto storage and dismantling yard and help implement the objectives of the Industrial Element. The Community Environmental and Design Element objective of the 1981 Otay Mesa Community Plan recommends each development insure a healthful and safe environment that facilitates high design standards. Under point (d) Street Treatment, the plan recommends that sidewalks vary in their relative placement to the curb and to the street trees in the parkway. The project proposes new curb, gutter, and sidewalks with applicable street trees on all adjacent streets abutting the site.

#### **Environmental Analysis:**

The project required the preparation of a Mitigated Negative Declaration (MND) for potential impacts to Biological Resources/Land Use (Multi-Habitat Planning Area (MHPA) Land Use Adjacency) and Paleontological resources. Mitigation measures include a qualified Paleontological monitor to be on site during grading activities, and implementation of the MHPA Land Use Adjacency guidelines. The project now avoids or mitigates any potentially significant environmental impacts to Paleontological resources and Biological Resources/Land Use (MHPA Land Use Adjacency) in accordance with the California Environmental Quality Act.

**Project-Related Issues:**

Landscape Deviations

The project proposes deviations from the Otay Mesa Planned District Ordinance landscape regulations. The following table outlines the deviations.

<b>Front Yard &amp; Street Yard Landscape Requirement</b>		
<b>Street</b>	<b>Proposed</b>	<b>Required</b>
Portions of Datsun Street	5 feet	20 feet
Portions of Heritage Road	5 feet	20 feet

<b>Side Yard Landscape Requirement</b>	
<b>Proposed</b>	<b>Required</b>
All required side yard landscape material to be allocated to the front and street yards.	5-foot wide landscape strip

<b>Vehicular Use Area (VUA) Requirement</b>	
<b>Proposed</b>	<b>Required</b>
All required VUA material to be allocated to the front and street yards.	3-percent of the parking area

The deviations were analyzed by staff to determine consistency with the goals and recommendations of the community plan and the purpose and intent of the Otay Mesa Development Planned District. The street yard landscape requirement along Otay Mesa Road and Innovative Drive will exceed or meet the minimum requirement. The reduced landscape setback along a portion of Heritage Road and Datsun Street is a previously conforming condition and can be supported as the landscape area will be planted with trees and shrubs along with the construction of a chain link fence to include shade cloth creating an effective screen from the public right-of-way. Additionally, the project will re-allocate the required landscape material from the side yard setback and Vehicular Use Area to the front yard, increasing the required plant material in the perimeter of the site further increasing screening for the project. This in turn will ensure an effective screen. Additionally, moving the Side Yard and Vehicular Use Area landscape requirements to the exterior of the project will be a benefit to the surrounding community in that it will further enhance the street yard viewed from the public right-of-way. Given the nature of the use, staff concludes that the proposed deviation results in a better project at this location.

Avigation Easement:

An avigation easement is an easement or right of over-flight in the airspace above or in the vicinity of a particular property. It also includes the right to create such noise or other effects as may result from the lawful operation of aircraft in such airspace and the right to remove any obstructions to such over-flight. Additionally an avigation easement permits aircraft approaching an airport to fly at low elevations above private property. This in effect prevents the landowner's near airports from building above a set height or requires the trimming of trees. The project lies partly within the Brown Field Runway Protection Zone (RPZ) which extends westward from the end of the runway into about 1/3 of the site. In general, the RPZ does not allow permanent development within its boundaries. However, the City of San Diego's Airport Department conditionally allows limited,

temporary accessory support structures for wrecking and dismantling facilities. The project will require the approval and processing of an avigation easement from the City prior to the issuance of the first building permit.

Conclusion:

Staff has reviewed the proposed project and all issues identified through the review process have been resolved in conformance with adopted City Council policies and regulations of the San Diego Municipal Code. Staff has provided draft findings to support approval of the project and draft conditions of approval (Attachments 5-7). Staff recommends the Planning Commission approved the project.

**ALTERNATIVES:**

1. **Approve** Conditional Use Permit 1267106 and Site Development Permit No. 1267107, **with modifications.**
2. **Deny** Conditional Use Permit 1267106 and Site Development Permit No. 1267107 **if the finding required to approve the project cannot be affirmed.**

Respectfully submitted,



Elyse Lowe  
Deputy Director  
Development Services Department



William Zounes  
Project Manager  
Development Services Department

Attachments:

1. Aerial Photograph
2. Community Plan Land Use Map
3. Project Location Map
4. Project Data Sheet
5. Draft Permit Resolution with Findings
6. Draft Permit with Conditions
7. Draft Environmental Resolution with MMRP
8. 1994 Planning Commission Workshop
9. Ownership Disclosure Statement
10. Community Planning Group Recommendation
11. Implementation Plan
12. Project Plans

# Attachment 1 Aerial Photograph of Site

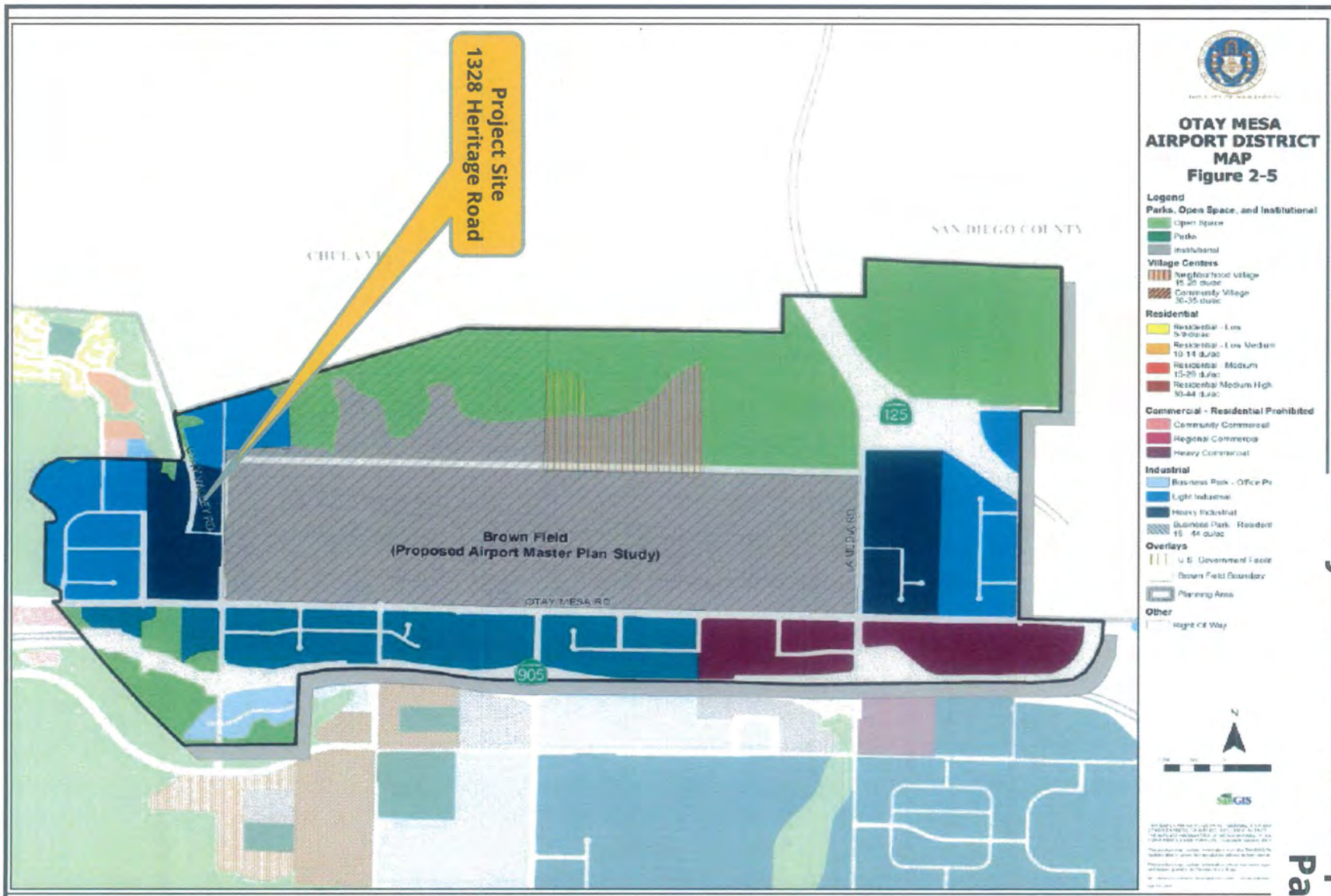


**Project Site**  
1328 Heritage Road

## Aerial Photograph (Birds Eye)

Street Auto Dismantling Project No. 91725  
1328 Heritage Road



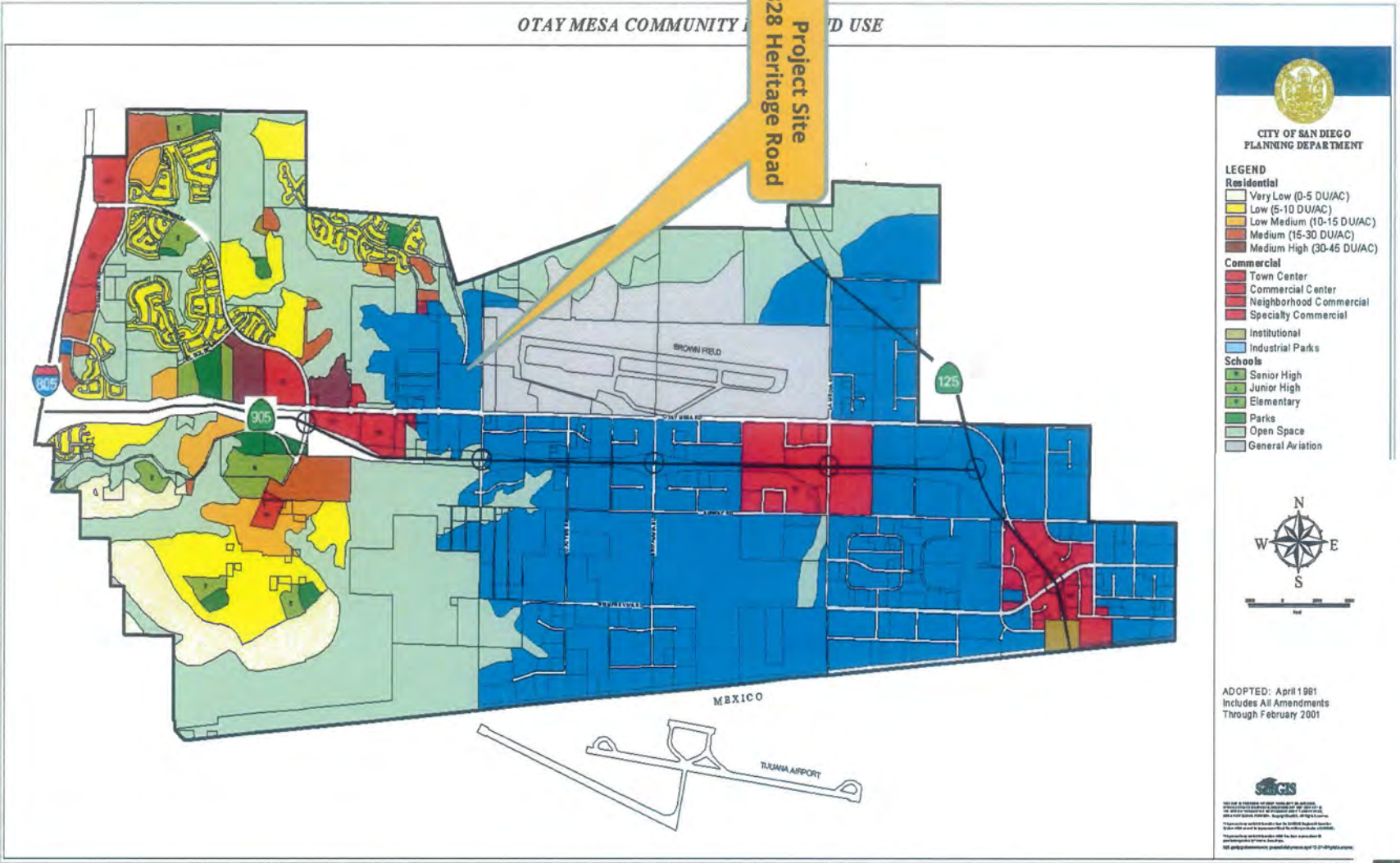


# Land Use Plan (Otay Mesa)

Street Auto Dismantling Project No. 91725  
 1328 Heritage Road



OTAY MESA COMMUNITY LAND USE



CITY OF SAN DIEGO  
PLANNING DEPARTMENT

- LEGEND**
- Residential**
- Very Low (0-5 DU/AC)
  - Low (5-10 DU/AC)
  - Low Medium (10-15 DU/AC)
  - Medium (15-30 DU/AC)
  - Medium High (30-45 DU/AC)
- Commercial**
- Town Center
  - Commercial Center
  - Neighborhood Commercial
  - Specialty Commercial
- Institutional**
- Industrial Parks
- Schools**
- Senior High
  - Junior High
  - Elementary
- Parks**
- Open Space
  - General Aviation



ADOPTED: April 1981  
Includes All Amendments  
Through February 2001

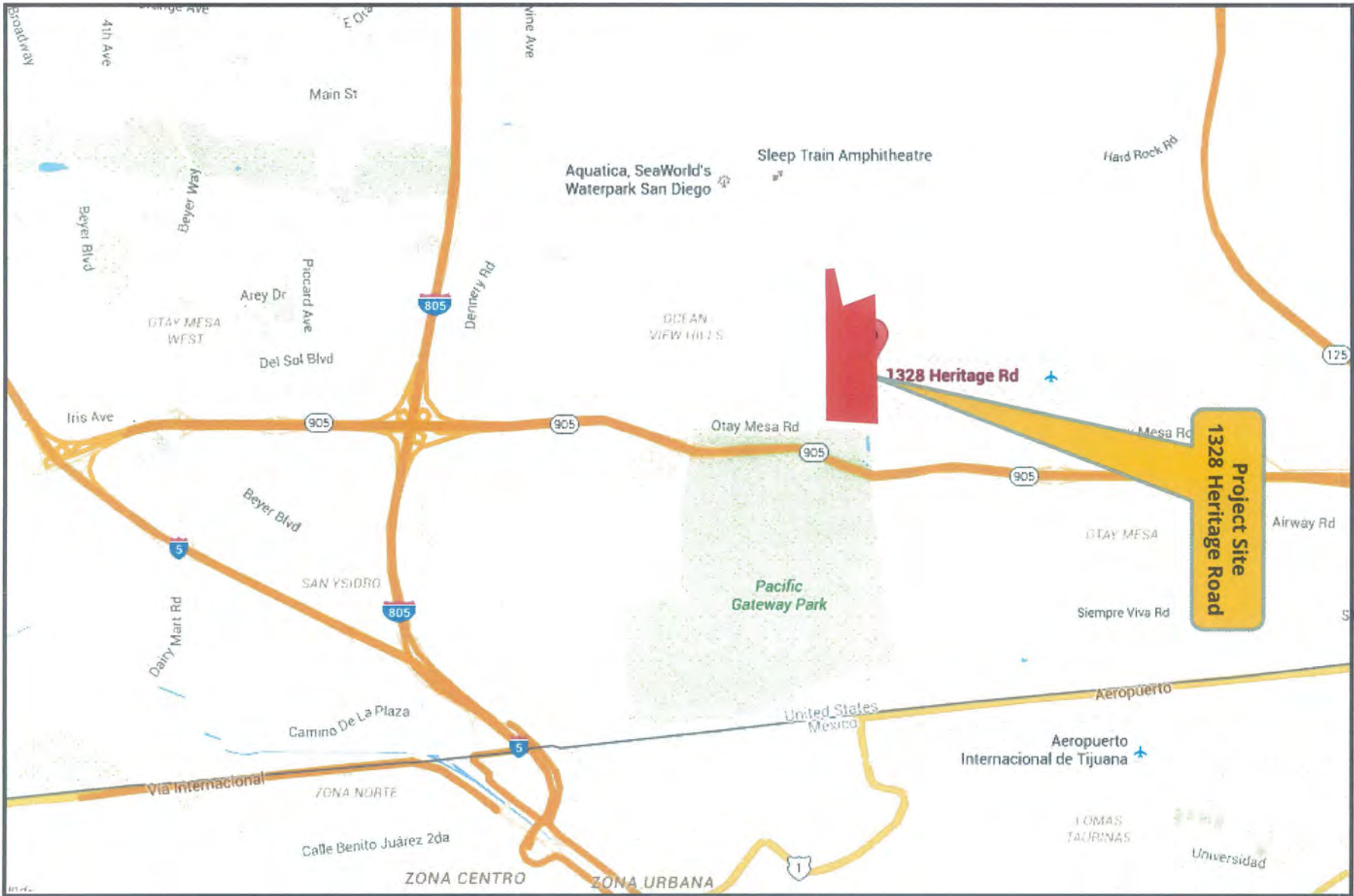


Map is a reproduction of the original map as published in the City of San Diego Planning Department's Land Use Plan, 1981. It is not intended to be used for any other purpose. All rights reserved. Copyright © 1981 by the City of San Diego. All rights reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of the City of San Diego. All amendments published through February 2001.

Attachment 2  
 Otay Mesa Land Use plan 1981  
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**Land Use Plan (Otay Mesa)**  
 Street Auto Dismantling Project No. 91725  
 1328 Heritage Road



Attachment 3  
Project Location Map



# Project Location Map

**Street Auto Dismantling Project No. 91725**  
**1328 Heritage Road**

## PROJECT DATA SHEET

<b>PROJECT NAME:</b>	Street Auto Dismantling	
<b>PROJECT DESCRIPTION:</b>	Conditional Use Permit/Site Development Permit/Otay Mesa Development Permit for an auto dismantling facility located at 1328 Heritage Road covering 102-acres.	
<b>COMMUNITY PLAN AREA:</b>	Otay Mesa	
<b>DISCRETIONARY ACTIONS:</b>	Conditional Use Permit/Otay Mesa Development Permit/Site Development Permit	
<b>COMMUNITY PLAN LAND USE DESIGNATION:</b>	Industrial	
<b><u>ZONING INFORMATION:</u></b>		
<p><b>ZONE:</b> OMDD-I  <b>HEIGHT LIMIT:</b> N/A  <b>LOT SIZE:</b> 17-acres  <b>FLOOR AREA RATIO:</b> 2.0  <b>FRONT SETBACK:</b> 20 feet  <b>SIDE SETBACK:</b> 15 feet  <b>STREETSIDE SETBACK:</b> 20 feet  <b>REAR SETBACK:</b> 25 feet</p> <p><b>PARKING:</b> A minimum of three off-street parking spaces per net leaseable acre, or five off-street parking spaces per 1,000 square-feet of office space per lease area, whichever is greater</p>		
<b>ADJACENT PROPERTIES:</b>	<b>LAND USE DESIGNATION &amp; ZONE</b>	<b>EXISTING LAND USE</b>
<b>NORTH:</b>	Open Space; AR-1-1/City of Chula Vista	Undeveloped Land
<b>SOUTH:</b>	Park/Business Park; OCT-1-1/IBT-1-1	Vacant Land
<b>EAST:</b>	Business Park/Light Industrial; Unzoned/IL-2-1	Brown Field/Auto Dismantling Facility
<b>WEST:</b>	Light Industrial; IL-2-1	Light Industrial Development
<b>DEVIATIONS OR VARIANCES REQUESTED:</b>	Deviations to landscape front and side setbacks requirements and deviation to parking area requirements.	
<b>COMMUNITY PLANNING GROUP RECOMMENDATION:</b>	On May 20, 2015, the Otay Mesa Community Planning Group voted 10-0-2 to recommend approval of the project.	

PLANNING COMMISSION  
RESOLUTION NO.  
CONDITIONAL USE PERMIT NO.1267106  
SITE DEVELOPMENT PERMIT NO 1267107  
**STREET AUTO DISMANTLING PROJECT NO. 91725 [MMRP]**

WHEREAS, PETER M. CONE, LINDA CONE, WILSON SAATHOFF, INC, STREET PROPERTIES, INC, AND DAN E. PICHLER, Owner/Permittee, filed an application with the City of San Diego for a permit to maintain an automobile wrecking and dismantling facility (as described in and by reference to the approved Exhibits "A" and corresponding conditions of approval for the associated Permit Nos. 1267106 and 1267107), on portions of a 102-acre site;

WHEREAS, the project site is located 1328, 1560, and 1564 Heritage Road in the IH-1-1, AR-1-1, and IL-2-1 zone(s) of the previous Otay Mesa Development District-Industrial (OMDD-I) zone of the Otay Mesa Community Plan;

WHEREAS, the project site is legally described as the southeast quarter of the southeast quarter of section 29, Township 18 south, Range 1 west, San Bernardino base and meridian, and the northeast quarter of the southeast quarter of Section 29, Township 18 south, Range 1 west, San Bernardino base and meridian, and southeast quarter of the northeast quarter of section 29, township 18 south, Range 1 west, San Bernardino base and meridian, in the City so San Diego, County of San Diego, State of California, according to United States Government survey;

WHEREAS, on June 2, 2016, the Planning Commission of the City of San Diego considered Conditional Use Permit No. 1267106 and Site Development Permit No. 1267107 pursuant to the Land Development Code of the City of San Diego;

BE IT RESOLVED by the Planning Commission of the City of San Diego as follows:

That the Planning Commission adopts the following written Findings, dated June 2, 2016:

FINDINGS:

**Conditional Use Permit - Section 126.0305**

**1. The proposed development will not adversely affect the applicable land use plan.**

The proposed facility, with the associated site improvements and corresponding development intensity, complies with the development regulations, standards, and policies in effect for the project site per the the 1981 Otay Mesa Community Plan and the underlying preexisting Otay Mesa Development District-Industrial (OMDD-I) Zone subject to approval of a Site Development Permit and Conditional Use Permit, and all other City regulations, policies, guidelines, design standards and adopted land use plans applicable to this site.

The project site is designated as Industrial within the 1981 Otay Mesa Community Plan. Otay Mesa remains a prime location for industrial uses including heavy industrial uses and is one of San Diego's last remaining viable spaces where wrecking and auto dismantling facilities can locate free of sensitive receptor conflicts such as open space, residential developments, and educational facilities. One of the design objectives of the Industrial Element of the 1981 Otay Mesa Community Plan requires aesthetically pleasing design and

landscaping for all development proposals. The project implements this objective by providing abundant perimeter landscaping around the facility consisting of canopy and palm trees, drought tolerant shrubs, ground cover, and a vinyl coated chain link fence covered with green shade cloth. On Otay Mesa Road the landscaping will be additionally enhanced with a combination of landscaped berms and a vinyl coated chain link fence covered with shade cloth to help minimize the visual impact of the auto storage and dismantling yard and help implement the objectives of the Industrial Element. The Community Environmental and Design Element objective of the 1981 Otay Mesa Community Plan recommends each development insure a healthful and safe environment that facilitates high design standards. Under point (d) Street Treatment, the plan recommends that sidewalks vary in their relative placement to the curb and to the street trees in the parkway. The project proposes new curb, gutter, and sidewalks with applicable street trees on all adjacent streets abutting the site. Therefore, the proposed development will not adversely affect the applicable land use plan.

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

A Mitigated Negative Declaration was prepared for the project which included a review of a water quality technical report, drainage study, biology study, green house gas report, sewer study, archeology study, and water study. The documents concluded that mitigation measures were required only for potential impacts to Multi-Habitat Planning Area Land Use Adjacency and Paleontological Resources. Mitigation measures include the monitor of grading and ensuring that the project meets the requirements of the Multiple Species Conservation Program Subarea Plan - Land Use Adjacency guidelines which include restrictions to storm runoff, lighting, barriers, invasive plants and noise. Additional mitigation includes a Paleontological monitor be on site during grading activities.

The permit prepared for this project includes various conditions and corresponding exhibits of approvals relevant to achieving compliance with the regulations of the Municipal Code and California Building Codes for grading and construction. Conditions required for the project include but are not limited to storm water and general runoff requirements, landscaping, public improvements including widening Heritage Road to current standards, a new private sewer facility, lighting, and parking. The project must comply with the County of San Diego Department of Environmental Health requirement for bi-monthly inspections by an independent firm to monitor hazardous material, storage, and placement. The project is required to continue to implement Best Management Practices to minimize discharges to soil and surface waters, including storing engines off the ground, use of concrete pads with berms for auto dismantling, and storing hazardous waste in a covered space with an impervious floor. All Uniform Building, Fire, Plumbing, Electrical and Mechanical Codes governing the construction and continued operation of the development apply to this site to prevent adverse effects. Therefore, the project will not be detrimental to the public health, safety and welfare.

**3. The proposed development will comply to the maximum extent feasible with the regulations of the Land Development Code.**

The project requires a Conditional Use Permit to maintain an existing outdoor automobile wrecking and dismantling facility and an Otay Mesa Development District Permit (OMDD) processed as a Site Development Permit (SDP) for a project in which a tentative map has not been approved subsequent to March 14, 1985 in accordance with SDMC section 1517.0202 and for landscape deviation.

The Development Permits prepared for this project include various conditions and corresponding exhibits of approvals relevant to achieving compliance with the regulations of the Land Development Code and California Building Codes for grading and construction. The project was reviewed in accordance with the

OMDD Development District and San Diego Municipal Code Section 101.0150, Wrecking and Dismantling of Motor Vehicles. Conditions required for the project include but are not limited to storm water and general runoff requirements, landscaping, public improvements, private sewer facilities, signage, lighting, and parking. The proposed project includes minor deviations as allowed through an Otay Mesa Development Permit to landscape associated with front yard, interior side yard, and vehicular use area requirements.

Front and street side yard setbacks: The Otay Mesa Development District Industrial Subdistrict requires a 20-foot front yard and street side yard setback and that 100-percent of the setback area be landscaped. The Project will be providing a 30-foot wide landscape area along Otay Mesa Road and a 20-foot landscape area along Innovative Drive. A five-foot wide landscape strip will be provided along a portion of Heritage Road and Datsun Street along with an eight-foot high chain link fence covered with green shade cloth. The reduced landscape setback along a portion of Heritage Road and Datsun Street is a previously conforming condition and can be supported as the landscape area will be planted with trees and shrubs along with the construction of the chain link fence to include shade cloth creating an effective screen from the public right-of-way. Additionally, the project proposes to double the required plant material in the setback areas further increasing screening for the project. Therefore, the same screening intent can be achieved without impacting an existing use.

Interior Side Yard: The Otay Mesa Planned District Ordinance requires a five-foot-wide landscape strip shall be planted in all interior side yard setbacks from the front or street side yard to a point five feet beyond the front or street side of the building. The project site is bordered by Innovative Drive to the west, Otay Mesa Road to the south, Heritage Road to the east, and the Multiple Species Conservation Program to the north. Although the project site is comprised of seven legal lots, several of the lots belong to the same owner and the existing lease areas in general overlap each other, preventing the installation of a landscape strip for the interior side yard. However, the project proposes to reallocate the necessary plants what would be required within the interior side yards to the front and the street side yard setback areas.

Vehicular Use Area (VUA): Otay Mesa Planned District Ordinance requires that an area equivalent to three percent of the parking area shall be landscaped within the parking area. The project's phasing plan includes the restructuring of existing lease areas with a parking rate of five parking spaces per 1,000 square feet of office area. Due to the heavy industrial nature of the use, the project proposes to reallocate the necessary plants (three percent) that would normally be required within the VUA to the front and the street side yard setback areas along Innovative Drive, Otay Mesa Road, Heritage Road, and Datsun Street. This would add additional screening of the site required by the wrecking and automobile dismantling requirements of the San Diego Municipal Code.

Moving the interior landscape requirements to the exterior of the project will be a benefit to the surrounding community in that it will further enhance the street yard viewed from the public right-of-way by creating an effective screen. Given the nature of the use, the proposed deviation results in a better project at this location and will not adversely affect the Progress Guide and General Plan, and the Otay Mesa Community Plan. Therefore it has been determined that the project is consistent with the goals and policies of the Land Development Code.

#### **4. The proposed use is appropriate at the proposed location.**

At the time of project submittal, the project was within the Otay Mesa Planned District and zoned Otay Mesa Development District-Industrial (OMDD-I) and designated Industrial within the Otay Mesa Community Plan. In January 2014, the Otay Mesa Community Plan Update was adopted by the City Council. The actions redesignated the site from Industrial to Heavy Industrial and rezoned the site from OMDD-I to the city-wide

**Draft Permit Resolution with Findings**

Industrial-Heavy-1-1 (IH-1-1) zone. Similar developed sites in the immediate area were also redesignated and rezoned accordingly to support the continued use and establishment of automobile wrecking and dismantling facility within the eastern and western part of the Otay Mesa Community. The project is subject to the 1981 land use designation policies and the old OMDD-I zoning.

The proposed project will upgrade the existing facility and construct multiple improvements to implement the Otay Mesa Community Plan and Land Development Code zoning requirements. This includes the installation of a landscape buffer consisting of trees and shrubs to surround the facility and an eight-foot chain link fence covered with green shade cloth located behind the landscape buffer. Other private improvements include the installation of a private eight-inch fire service line with private fire hydrants and private backflow preventers, installation of private sewer systems, paving of private driveways, installation of private domestic water systems, and the removal and replacement of non-compliant yard offices and installation of paved parking along with private water and sewer hook ups with each new office.

Public right-of-way improvements include the widening of Heritage Road and Datsun Street with parking spaces, curb, gutter and sidewalk; the installation of a 16-inch public water main along Innovative Drive between Otay Mesa Road and Corporate Center Drive, installation of curb, gutter, sidewalk along Otay Mesa Road and Heritage Road. Additionally, the project lies partly within the Brown Field Runway Protection Overlay Zone (RPZ) extending westward from the end of the runway to over approximately 1/3 of the site. In general, the RPZ does not allow permanent development within its boundaries. However the Airport Authority is conditionally allowing limited accessory support structures for industrial outdoor storage, public works yards, and auto wrecking yards in the RPZ. The accessory structures would be limited in structure size and occupancy nor could people, such as caretakers, live in them. Therefore, the proposed use is appropriate at the proposed location.

**Site Development Permit – Section 126.0504****1. The proposed development will not adversely affect the applicable land use plan.**

The proposed facility, with the associated site improvements and corresponding development intensity, complies with the development regulations, standards, and policies in effect for the project site per the the 1981 Otay Mesa Community Plan and the underlying preexisting Otay Mesa Development District-Industrial (OMDD-I) Zone subject to approval of a Site Development Permit and Conditional Use Permit, and all other City regulations, policies, guidelines, design standards and adopted land use plans applicable to this site.

The project site is designated as Industrial within the 1981 Otay Mesa Community Plan. Otay Mesa remains a prime location for industrial uses including heavy industrial uses and is one of San Diego's last remaining viable spaces where wrecking and auto dismantling facilities can locate free of sensitive receptor conflicts such as open space, residential developments, and educational facilities. One of the design objectives of the Industrial Element of the 1981 Otay Mesa Community Plan requires aesthetically pleasing design and landscaping for all development proposals. The project implements this objective by providing abundant perimeter landscaping around the facility consisting of canopy and palm trees, drought tolerant shrubs, ground cover, and a vinyl coated chain link fence covered with green shade cloth. On Otay Mesa Road the landscaping will be additionally enhanced with a combination of landscaped berms and a vinyl coated chain link fence covered with shade cloth to help minimize the visual impact of the auto storage and dismantling yard and help implement the objectives of the Industrial Element. The Community Environmental and Design Element objective of the 1981 Otay Mesa Community Plan recommends each development insure a healthful and safe environment that facilitates high design standards. Under point (d) Street Treatment, the plan recommends that sidewalks vary in their relative placement to the curb and to the street trees in the

parkway. The project proposes new curb, gutter, and sidewalks with applicable street trees on all adjacent streets abutting the site. Therefore, the proposed project and its associated site improvements fully satisfy the general intent of the adopted Land Use Plan.

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

A Mitigated Negative Declaration was prepared for the project which included a review of a water quality technical report, drainage study, biology study, green house gas report, sewer study, archeology study, and water study. The documents concluded that mitigation measures were required only for potential impacts to Multi-Habitat Planning Area Land Use Adjacency and Paleontological Resources. Mitigation measures include the monitor of grading and ensuring that the project meets the requirements of the Multiple Species Conservation Program Subarea Plan - Land Use Adjacency guidelines which include restrictions to storm runoff, lighting, barriers, invasive plants and noise. Additional mitigation includes a Paleontological monitor be on site during grading activities.

The permit prepared for this project includes various conditions and corresponding exhibits of approvals relevant to achieving compliance with the regulations of the Municipal Code and California Building Codes for grading and construction. Conditions required for the project include but are not limited to storm water and general runoff requirements, landscaping, public improvements including widening Heritage Road to current standards, a new private sewer facility, lighting, and parking. The project must comply with the County of San Diego Department of Environmental Health requirement for bi-monthly inspections by an independent firm to monitor hazardous material, storage, and placement. The project is required to continue to implement Best Management Practices to minimize discharges to soil and surface waters, including storing engines off the ground, use of concrete pads with berms for auto dismantling, and storing hazardous waste in a covered space with an impervious floor. All Uniform Building, Fire, Plumbing, Electrical and Mechanical Codes governing the construction and continued operation of the development apply to this site to prevent adverse effects.. Therefore the proposed development will not be detrimental to the public health, safety, and welfare.

**3. The proposed development will comply with the applicable regulations of the land development code.**

The project requires a Conditional Use Permit to maintain an existing outdoor automobile wrecking and dismantling facility and an Otay Mesa Development District Permit (OMDD) processed as a Site Development Permit (SDP) for a project in which a tentative map has not been approved subsequent to March 14, 1985 in accordance with SDMC section 1517.0202 and for landscape deviation.

The Development Permits prepared for this project include various conditions and corresponding exhibits of approvals relevant to achieving compliance with the regulations of the Land Development Code and California Building Codes for grading and construction. The project was reviewed in accordance with the OMDD Development District and San Diego Municipal Code Section 101.0150, Wrecking and Dismantling of Motor Vehicles. Conditions required for the project include but are not limited to storm water and general runoff requirements, landscaping, public improvements, private sewer facilities, signage, lighting, and parking. The proposed project includes minor deviations as allowed through an Otay Mesa Development Permit to landscape associated with front yard, interior side yard, and vehicular use area requirements.

Front and street side yard setbacks: The Otay Mesa Development District Industrial Subdistrict requires a 20-foot front yard and street side yard setback and that 100-percent of the setback area be landscaped. The Project will be providing a 30-foot wide landscape area along Otay Mesa Road and a 20-foot landscape area



along Innovative Drive. A five-foot wide landscape strip will be provided along a portion of Heritage Road and Datsun Street along with an eight-foot high chain link fence covered with green shade cloth. The reduced landscape setback along a portion of Heritage Road and Datsun Street is a previously conforming condition and can be supported as the landscape area will be planted with trees and shrubs along with the construction of the chain link fence to include shade cloth creating an effective screen from the public right-of-way. Additionally, the project proposes to double the required plant material in the setback areas further increasing screening for the project. Therefore, the same screening intent can be achieved without impacting an existing use.

**Interior Side Yard:** The Otay Mesa Planned District Ordinance requires a five-foot-wide landscape strip shall be planted in all interior side yard setbacks from the front or street side yard to a point five feet beyond the front or street side of the building. The project site is bordered by Innovative Drive to the west, Otay Mesa Road to the south, Heritage Road to the east, and the Multiple Species Conservation Program to the north. Although the project site is comprised of seven legal lots, several of the lots belong to the same owner and the existing lease areas in general overlap each other, preventing the installation of a landscape strip for the interior side yard. However, the project proposes to reallocate the necessary plants what would be required within the interior side yards to the front and the street side yard setback areas.

**Vehicular Use Area (VUA):** Otay Mesa Planned District Ordinance requires that an area equivalent to three percent of the parking area shall be landscaped within the parking area. The project's phasing plan includes the restructuring of existing lease areas with a parking rate of five parking spaces per 1,000 square feet of office area. Due to the heavy industrial nature of the use, the project proposes to reallocate the necessary plants (three percent) that would normally be required within the VUA to the front and the street side yard setback areas along Innovative Drive, Otay Mesa Road, Heritage Road, and Datsun Street. This would add additional screening of the site required by the wrecking and automobile dismantling requirements of the San Diego Municipal Code.

Moving the interior landscape requirements to the exterior of the project will be a benefit to the surrounding community in that it will further enhance the street yard viewed from the public right-of-way by creating an effective screen. Given the nature of the use, the proposed deviation results in a better project at this location and will not adversely affect the Progress Guide and General Plan, and the Otay Mesa Community Plan. Therefore, the proposed development will comply with the applicable regulations of the land development code.

**Findings For Otay Mesa Development District Permit (Section 103.1102(B)(3)):**

- 1. The application is complete and conforms to all city regulations, policies, guidelines, design standards and density.**

The design and use of this site for an automobile wrecking and dismantling facility with the associated site improvements comply with the development regulations, standards, and policies in effect for the project site per the Otay Mesa Development District Industrial zone (OMDD-I) of the Otay Mesa Development District Ordinance, the Otay Mesa Community Plan, and all other City regulations, policies, guidelines, design standards and adopted land use plans applicable to this site. The project complies with the applicable regulations of the Land Development Code. Therefore, the application is complete and conforms to all city regulations, policies, guidelines, design standards and density.

- 2. The proposed use and project design meet the purpose and intent of the Otay Mesa Development District and the Otay Mesa Community Plan.**

The proposed facility, with the associated site improvements and corresponding development intensity, complies with the development regulations, standards, and policies in effect for the project site per the Otay Mesa Development District Ordinance, the 1981 Otay Mesa Community Plan, the underlying Otay Mesa Development District-Industrial (OMDD-I) Zone subject to approval of a Site Development Permit and Conditional Use Permit, and all other City regulations, policies, guidelines, design standards and adopted land use plans applicable to this site.

The project site is designated as Industrial within the 1981 Otay Mesa Community Plan. Otay Mesa remains a prime location for industrial uses including heavy industrial uses and is one of San Diego's last remaining viable spaces where wrecking and auto dismantling facilities can locate free of sensitive receptor conflicts such as open space, residential developments, and educational facilities. One of the design objectives of the Industrial Element of the 1981 Otay Mesa Community Plan requires aesthetically pleasing design and landscaping for all development proposals. The project implements this objective by providing abundant perimeter landscaping around the facility consisting of canopy and palm trees, drought tolerant shrubs, ground cover, and a vinyl coated chain link fence covered with green shade cloth. On Otay Mesa Road the landscaping will be additionally enhanced with a combination of landscaped berms and a vinyl coated chain link fence covered with shade cloth to help minimize the visual impact of the auto storage and dismantling yard and help implement the objectives of the Industrial Element. The Community Environmental and Design Element objective of the 1981 Otay Mesa Community Plan recommends each development insure a healthful and safe environment that facilitates high design standards. Under point (d) Street Treatment, the plan recommends that sidewalks vary in their relative placement to the curb and to the street trees in the parkway. The project proposes new curb, gutter, and sidewalks with applicable street trees on all adjacent streets abutting the site. Therefore, the proposed use and project design meet the purpose and intent of the Otay Mesa Development District and the Otay Mesa Community Plan.

**3. The proposed use, because of conditions that have been applied to it, will not be detrimental to the health, safety and general welfare of persons residing or working in the area, and will not adversely affect other properties in the vicinity.**

A Mitigated Negative Declaration was prepared for the project which included a review of a water quality technical report, drainage study, biology study, green house gas report, sewer study, archeology study, and water study. The documents concluded that mitigation measures were required only for potential impacts to Multi-Habitat Planning Area Land Use Adjacency and Paleontological Resources. Mitigation measures include the monitor of grading and ensuring that the project meets the requirements of the Multiple Species Conservation Program Subarea Plan - Land Use Adjacency guidelines which include restrictions to storm runoff, lighting, barriers, invasive plants and noise. Additional mitigation includes a Paleontological monitor be on site during grading activities.

The permit prepared for this project includes various conditions and corresponding exhibits of approvals relevant to achieving compliance with the regulations of the Municipal Code and California Building Codes for grading and construction. Conditions required for the project include but are not limited to storm water and general runoff requirements, landscaping, public improvements including widening Heritage Road to current standards, a new private sewer facility, lighting, and parking. The project must comply with the County of San Diego Department of Environmental Health requirement for bi-monthly inspections by an independent firm to monitor hazardous material, storage, and placement. The project is required to continue to implement Best Management Practices to minimize discharges to soil and surface waters, including storing engines off the ground, use of concrete pads with berms for auto dismantling, and storing hazardous waste in a covered space with an impervious floor. All Uniform Building, Fire, Plumbing, Electrical

and Mechanical Codes governing the construction and continued operation of the development apply to this site to prevent adverse effects. The proposed use, because of conditions that have been applied to it, will not be detrimental to the health, safety and general welfare of persons residing or working in the area, and will not adversely affect other properties in the vicinity.

**4. The proposed use will comply with the relevant regulations in the land development code.**

The project requires a Conditional Use Permit to maintain an existing outdoor automobile wrecking and dismantling facility and an Otay Mesa Development District Permit (OMDD) processed as a Site Development Permit (SDP) for a project in which a tentative map has not been approved subsequent to March 14, 1985 in accordance with SDMC section 1517.0202 and for landscape deviation.

The Development Permits prepared for this project include various conditions and corresponding exhibits of approvals relevant to achieving compliance with the regulations of the Land Development Code and California Building Codes for grading and construction. The project was reviewed in accordance with the OMDD Development District and San Diego Municipal Code Section 101.0150, Wrecking and Dismantling of Motor Vehicles. Conditions required for the project include but are not limited to storm water and general runoff requirements, landscaping, public improvements, private sewer facilities, signage, lighting, and parking. The proposed project includes minor deviations as allowed through an Otay Mesa Development Permit to landscape associated with front yard, interior side yard, and vehicular use area requirements.

Front and street side yard setbacks: The Otay Mesa Development District Industrial Subdistrict requires a 20-foot front yard and street side yard setback and that 100-percent of the setback area be landscaped. The Project will be providing a 30-foot wide landscape area along Otay Mesa Road and a 20-foot landscape area along Innovative Drive. A five-foot wide landscape strip will be provided along a portion of Heritage Road and Datsun Street along with an eight-foot high chain link fence covered with green shade cloth. The reduced landscape setback along a portion of Heritage Road and Datsun Street is a previously conforming condition and can be supported as the landscape area will be planted with trees and shrubs along with the construction of the chain link fence to include shade cloth creating an effective screen from the public right-of-way. Additionally, the project proposes to double the required plant material in the setback areas further increasing screening for the project. Therefore, the same screening intent can be achieved without impacting an existing use.

Interior Side Yard: The Otay Mesa Planned District Ordinance requires a five-foot-wide landscape strip shall be planted in all interior side yard setbacks from the front or street side yard to a point five feet beyond the front or street side of the building. The project site is bordered by Innovative Drive to the west, Otay Mesa Road to the south, Heritage Road to the east, and the Multiple Species Conservation Program to the north. Although the project site is comprised of seven legal lots, several of the lots belong to the same owner and the existing lease areas in general overlap each other, preventing the installation of a landscape strip for the interior side yard. However, the project proposes to reallocate the necessary plants what would be required within the interior side yards to the front and the street side yard setback areas.

Vehicular Use Area (VUA): Otay Mesa Planned District Ordinance requires that an area equivalent to three percent of the parking area shall be landscaped within the parking area. The project's phasing plan includes the restructuring of existing lease areas with a parking rate of five parking spaces per 1,000 square feet of office area. Due to the heavy industrial nature of the use, the project proposes to reallocate the necessary plants (three percent) that would normally be required within the VUA to the front and the street side yard setback areas along Innovative Drive, Otay Mesa Road, Heritage Road, and Datsun Street. This would add

additional screening of the site required by the wrecking and automobile dismantling requirements of the San Diego Municipal Code.

Moving the interior landscape requirements to the exterior of the project will be a benefit to the surrounding community in that it will further enhance the street yard viewed from the public right-of-way by creating an effective screen. Given the nature of the use, the proposed deviation results in a better project at this location and will not adversely affect the Progress Guide and General Plan, and the Otay Mesa Community Plan. Therefore, the proposed use will comply with the relevant regulations in the Land Development Code.

**5. A plan for the financing of public facilities as provided in section 1517.0204 (Financing of Public Facilities) of the Otay Mesa Development District has been approved by the City Engineer.**

The Facilities Benefits Assessment for this area is based upon an estimate of project-induced impacts to the Otay Mesa Community requiring additional transportation, fire and/or police facilities. Additional fees to cover public facilities will be calculated and due upon issuance of the first construction permit.

The project/use has been conditioned in the associated permit to fully comply with the applicable development impact fees in effect for this portion of the Otay Mesa Community.

BE IT FURTHER RESOLVED that, based on the findings hereinbefore adopted by the Planning Commission, Conditional Use Permit No. 1267106 and Site Development Permit NO. 1267107 is hereby GRANTED by the Planning Commission to the referenced Owner/Permittee, in the form, exhibits, terms and conditions as set forth in Permit No. 1267106 and 1267107 a copy of which is attached hereto and made a part hereof.

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William Zounes  
Development Project Manager  
Development Services

Adopted on: June 2, 2016

SAP Number: 23930633

**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**

SPACE ABOVE THIS LINE FOR RECORDER'S USE

INTERNAL ORDER NUMBER: 23930633

CONDITIONAL USE PERMIT NO.1267106  
SITE DEVELOPMENT PERMIT NO 1267107  
**STREET AUTO DISMANTLING PROJECT NO. 91725 [MMRP]**  
PLANNING COMMISSION

This Conditional Use Permit No. 1267106 and Site Development Permit No. 1267107 is granted by the Planning Commission of the City of San Diego to PETER M. CONE, LINDA CONE, WILSON SAATHOFF, INC, STREET PROPERTIES, INC, AND DAN E. PICHLER Owners and Permittees, pursuant to San Diego Municipal Code [SDMC] section 1517.0202, 126.0502, and 126.0303. The 102-acre site is located at 1328, 1560, and 1564 Heritage Road in the IH-1-1, AR-1-1, and IL-2-1 zone(s) the previous Otay Mesa Development District-Industrial (OMDD-I) zone of the Otay Mesa Community Plan. The project site is legally described as: The southeast quarter of the southeast quarter of Section 29, Township 18 South, Range 1 West, San Bernardino base and meridian, and the northeast quarter of the southeast quarter of Section 29, Township 18 South, Range 1 West, San Bernardino base and meridian, and southeast quarter of the northeast quarter of Section 29, Township 18 South, Range 1 West, San Bernardino base and meridian, in the City so San Diego, County of San Diego, State of California, according to United States Government survey thereof;

Subject to the terms and conditions set forth in this Permit, permission is granted to Owner/Permittee for the operation of an automobile wrecking and dismantling facility to be completed in three phases over seven years as described and identified by size, dimension, quantity, type, and location on the approved exhibits [Exhibit "A"] dated June 2, 2016, on file in the Development Services Department.

The project will include:

- a. The project will be developed in three phases over a 7-year period as follows:

Phase 1 to be completed by June 2, 2019 :

- Completion of the curb, gutter and sidewalk improvements and landscaping along Otay Mesa Road;
- Installation of a public 16-inch water main within Innovative Drive between Otay Mesa Road and Corporate Center Drive;
- Installation of a 6"-inch AC berm along the east edge of pavement along Innovative Drive within the Public Right-of-Way;
- Construction of a combination masonry wall/screen fence along Otay Mesa Road and Innovative Drive frontage, south of Datsun Street;
- Installation of landscaping in front of the screen wall/fence along Otay Mesa Road and Innovative Drive south of Datsun Street;
- Installation of a private 8"-inch fire service line with private fire hydrants and private backflow preventers south of Datsun Street and a public 8"-inch water line in the private portion of Datsun Street between Innovative Drive and Otay Valley Road and continuing to Heritage Road in the public portion of Datsun Street;
- Installation of a private sewer system south of Datsun Street;
- Paving of the private main driveway located 300 feet north of Otay Mesa Road fronting Heritage Road and paving of the private main driveway that comes off of Datsun Street with 90 degree parking;
- Repaving the non-dedicated portion of Datsun Street between Innovative Drive and Otay Valley Road;
- Installation of a 3"-inch private domestic water system to serve the area south of Datsun Street, north of Otay Mesa Road, west of Heritage Road, and east of Innovative Drive if the existing water system is deemed insufficient;
- Optional widening of the west side of Heritage Road, with 90 degree parking and landscaping from the East Quarter Corner of Section 29, Township 18 South, Range 1 West, Lot 2 (station 36 + 61 per Exhibit "A"), to the northerly end of Heritage Road;
- Installation of yard offices and required on-site parking for each lease hold to serve the area south of Datsun Street, north of Otay Mesa Road, west of Heritage Road, and east of Innovative Drive.

Phase 2 to be completed by June 2, 2021 :

- Construction of a combination masonry wall/screening fence along Innovative Drive frontage north of Datsun Street;
- Installation of landscaping in front of screen wall/fence along Innovative Drive north of Datsun Street;
- Installation of a private 8"-inch fire service line with private fire hydrants and private backflow preventers north of Datsun Street and west of Otay Valley Road;
- Installation of a private sewer system north of Datsun Street and west of Otay Valley Road;
- Paving of the private main driveway north of Datsun Street between Otay Valley Road and Innovative Drive, as well as the repaving of Datsun Street and striping for 90-degree parking spaces;
- Installation of a 3"-inch private domestic water system to serve the area north of Datsun Street and west of Otay Valley Road, if the existing water system is deemed insufficient;

- Installation of yard offices and required on-site parking for each lease hold north of Datsun Street and west of Otay Valley Road.

Phase 3 to be completed by June 2, 2023 :

- Installation of an 8-foot tall screening fence along Heritage Road and Datsun Street;
- Installation of a private 8-inch fire service line with private fire hydrants and private backflow preventers north of Datsun Street and east of Otay Valley Road;
- Installation of a 3"-inch private domestic water system to serve the area north of Datsun Street and east of Otay Valley if the existing water system is deemed insufficient
- Installation of yard offices and required on-site parking for each lease hold north of Datsun Street and west of Otay Valley Road.
- Widening the west side of Heritage Road, with 90 degree parking and landscaping between 250 feet north of Otay Mesa Road and the City limits to the north.

b. Lease spaces operating an automobile wrecking and dismantling facility and accessory uses including the following:

- i. Storage of automobiles and parts;
- ii. Mobile car crusher;
- iii. Sales of new and used automobiles and parts;
- iv. Sales of salvaged vehicles;
- v. Glass or specialized parts sales;
- vi. Export sales;
- vii. Motorcycle and parts sales;
- viii. Smog certification service;
- ix. Other uses accessory to the automobile wrecking and dismantling use in accordance with the California Vehicle Code and as determined by the Director of the Development Services Department.

c. Landscaping (planting, irrigation and landscape related improvements);

d. Off-street parking;

e. Hours of operation 7:00 a.m. – 5:00 p.m. seven days a week.

- f. Screening to include an 8-foot high chain link fence covered with green shade cloth and landscaping to be planted in front of the chain link fence facing the public right-of-way; and;
- g. 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.
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" condition(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.

11. This Permit may be implemented in phases. Each phase shall be constructed in a manner to ensure that all development is consistent with the conditions and exhibits approved for each respective phase per the approved Exhibit "A." The "Implementation Plan for Otay Mesa Auto Dismantling" dated June 2, 2016, has been prepared to outline the sequencing, timing and organization of the phased development of this project.

**ENVIRONMENTAL/MITIGATION REQUIREMENTS:**

12. Mitigation requirements in the Mitigation, Monitoring, and Reporting Program [MMRP] shall apply to this Permit. These MMRP conditions are hereby incorporated into this Permit by reference.

13. The mitigation measures specified in the MMRP and outlined in Mitigated Negative Declaration No. 91725 shall be noted on the construction plans and specifications under the heading ENVIRONMENTAL MITIGATION REQUIREMENTS.

14. Prior to issuance of any construction permits the Development Services Department (DSD) Director's Environmental Designee shall incorporate on the appropriate construction documents the siting of the diesel powered car crusher be restricted within the location area(s), as depicted on Figure 7 of the "Biological Analysis for Street Properties, Otay Mesa, San Diego, California," prepared by URS, January 30, 2014.

15. The Owner/Permittee shall comply with the MMRP as specified in Mitigated Negative Declaration No. 91725 to the satisfaction of the Development Services Department and the City Engineer. Prior to issuance of any construction permit, all conditions of the MMRP shall be adhered to, to the satisfaction of the City Engineer. All mitigation measures described in the MMRP shall be implemented for the following issue areas:

Biological Resources/Land Use (MHPA Land Use Adjacency)  
Paleontological Resources

**AIRPORT REQUIREMENTS:**

16. Prior to the issuance of any building permits, the Owner/Permittee shall grant an avigation easement to the City of San Diego as the operator of Brown Field Municipal Airport for the purposes of aircraft operations, noise and other effects caused by the operation of aircraft, and for structure height if the same would interfere with the intended use of the easement. The Owner/Permittee shall use the avigation easement form provided by the City of San Diego.

17. Prior to submitting building plans for any structure to be located within the limits of the Avigation Easement, the Owner/Permittee shall place a note on all building plans indicating that an avigation easement has been granted across the property to the airport operator. The note shall include the County Recorder's recording number for the avigation easement.

18. All street lights and any other incompatible structure in accordance with the Federal Aviation Administration (FAA) shall be prohibited within the Runway Protection Zone (RPZ)

19. Prior to issuance of any construction permit for the construction or placement of a structure, the Owner/Permittee shall provide a valid "Determination of No Hazard to Air Navigation" issued by the Federal Aviation Administration [FAA].

**ENGINEERING REQUIREMENTS:**

20. Prior to the issuance of any construction permit that includes private storm drain, wall, landscape, and irrigation improvements, etc., located in within the City's right-of-way, the Owner/Permittee shall obtain an Encroachment Maintenance and Removal Agreement satisfactory to the City Engineer.

21. Prior to the issuance of any construction permit, the Owner/Permittee shall enter into a Maintenance Agreement for the ongoing permanent BMP maintenance, satisfactory to the City Engineer.
22. 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 Municipal Code, into the construction plans or specifications.
23. Development of this project shall comply with all storm water construction requirements of the State Construction General Permit, Order No. 2009-00090DWQ, or subsequent order, and the Municipal Storm Water Permit, Order No. R9-2013-0001, or subsequent order. In accordance with Order No. 2009-0009DWQ, or subsequent order, a Risk Level Determination shall be calculated for the site and a Storm Water Pollution Prevention Plan (SWPPP) shall be implemented concurrently with the commencement of grading activities.
24. Prior to issuance of a grading or a construction permit, a copy of the Notice of Intent (NOI) with a valid Waste Discharge ID number (WDID#) shall be submitted to the City of San Diego as a proof of enrollment under the Construction General Permit. When ownership of the entire site or portions of the site changes prior to filing of the Notice of Termination (NOT), a revised NOI shall be submitted electronically to the State Water Resources Board in accordance with the provisions as set forth in Section II.C of Order No. 2009-0009-DWQ and a copy shall be submitted to the City.
25. Any Irrevocable offer to dedicate (IOD) for Otay Valley Road and Innovative Drive shall include provisions that the Owner/Permittee shall be permitted to install perimeter fencing, landscaping, irrigation, and masonry wall improvements in the IOD areas, as shown on the roadway cross sections in Exhibit "A", and that upon notice by the City of its intent to accept the right-of-way, the Owner/Permittee shall within 120 days remove all of its improvements at no cost to the City of San Diego. The Owner/Permittee shall not, at any time install any additional permanent improvements in the IOD areas.
26. Prior to the issuance of any construction permit, the applicant shall submit a Technical Report that will be subject to final review and approval by the City Engineer, based on the Storm Water Standards in effect at the time of the construction permit issuance.
27. The on-site drainage system for this project shall be private and will be subject to approval by the City Engineer.

**LANDSCAPE REQUIREMENTS:**

28. Prior to issuance of any engineering permits for right-of-way improvements, complete landscape construction documents for said right-of-way improvements shall be submitted to the Development Services Department for approval. Improvement plans shall take into account a 40 square-foot area around each tree which shall be unencumbered by utilities. Driveways, utilities, drains, water and sewer laterals shall be designed so as not to prohibit the placement of street trees.

29. Construction plans shall take into account a 40 square-foot area around each tree which is unencumbered by hardscape and utilities.

30. Prior to issuance of any Certificate of Occupancy, it shall be the responsibility of the Owner/Permittee to install all required landscape and obtain all required landscape inspections.

31. All required landscape shall be maintained in a disease, weed and litter free condition at all times. Severe pruning or "topping" of trees is not permitted.

32. The Owner/Permittee shall be responsible for the maintenance of all landscape improvements shown on the approved plans, including in the right-of-way, consistent with the Landscape Standards unless the responsibility for the long-term maintenance of said landscaping has been transferred to a Landscape Maintenance District or other approved entity.

**BRUSH MANAGEMENT PROGRAM REQUIREMENTS:**

33. The Owner/Permittee shall implement the requirements of the Brush Management Program shown on Exhibit "A" (Brush Management Plan).

**MULTIPLE SPECIES CONSERVATION PROGRAM:**

34. Prior to the issuance of any construction permits, the Owner/Permittee shall grant the on-site Multiple Habitat Planning Area [MHPA] to the City's Multiple Species Conservation Program [MSCP] preserve through either fee title to the City, or a covenant of easement granted in favor of the City and the U.S. Fish and Wildlife Service [USFWS] and the California Department of Fish and Wildlife [CDFW], as shown on Exhibit "A." Conveyance of any land in fee to the City shall require approval from the Park and Recreation Department Open Space Division Deputy Director and shall exclude detention basins or other stormwater control facilities, brush management areas, landscape/revegetation areas, and graded slopes. The Owner/Permittee shall ensure all property approved for conveyance in fee title to the City for MHPA purposes shall be free and clear of all private easements, private encroachments, private agreements and/or liens. Any on-site MHPA lands that are not dedicated in fee title to the City shall grant a covenant of easement in favor of the City, USFWS, and CDFW. The Owner/Permittee shall maintain in perpetuity any MHPA lands granted by covenant of easement unless otherwise agreed to by the City.

35. The issuance of this permit by the City of San Diego does not authorize the 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 (EAS) and any amendments thereto (16 U.S.C. Section 1531 et seq.). In accordance with authorization granted to the City of San Diego from the USFWS pursuant to Sec. 10(a) of the ESA and by the CDFG pursuant to Fish & Game Code sec. 2835 as part of the Multiple Species Conservation Program (MSCP), the City of San Diego through the issuance of this Permit hereby confers upon Permittee the status of Third Party Beneficiary as provided for in Section 17 of the City of San Diego Implementing Agreement (IA), executed on July 17, 1997 and on File in the Office of the City Clerk as Document No. 00-18394. Third Party Beneficiary status is conferred upon Permittee by the City: (1) to grant Permittee the legal standing and legal right to utilize the take authorizations granted to the City pursuant to the MSCP within the context of those limitations imposed under this permit and the IA, and (2) to assure Permittee that no existing

mitigation obligation imposed by the City of San Diego pursuant to this Permit shall be altered in the future by the City of San Diego, USFWS or CDFG, except in the limited circumstances described in Section 9.6 and 9.7 of the IA For lands identified as mitigation but not yet dedicated, maintenance and continued recognition of Third Party Beneficiary status by the City is contingent upon Permittee maintaining the biological values of any and all lands committed for mitigation pursuant to this Permit and of full satisfaction by Permittee of mitigation obligations required by this Permit, as described in accordance with Section 17.1D of the IA.

**PLANNING/DESIGN REQUIREMENTS:**

36. All structures involving trailers used on the property including individual lease areas, shall comply with requirements for Commercial Coaches contained in Information Bulletin 240. These requirements include permits to accommodate foundations, sewer, water, electrical and other utility connections.

37. Prior to the issuance of any construction permit, the Owner/Permittee shall execute and record a Covenant of Easement which ensures preservation of the Environmentally Sensitive Lands that are outside of the allowable development area on the premises, in accordance with SDMC 143.0152.

38. All signs associated with this development shall be consistent with sign criteria established by either the approved Exhibit "A", the Project's Sign Plan, or City-wide sign regulations.

39. The Owner/Permittee shall be responsible for the maintenance of all fencing along the perimeter of the property as shown on the approved Exhibit "A". This includes the repair and/or replacement of damaged fences and the repair and/or replacement of damaged shade cloth within 72 hours.

**TRANSPORTATION REQUIREMENTS:**

40. A minimum of three off-street parking spaces per net leaseable acre, or five off-street parking spaces per 1,000 square-feet of office space per lease area, whichever is greater, shall be permanently maintained on the property. All on-site parking stalls and aisle widths 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 decision-maker.

41. The Owner/Permittee shall install removable bollards at the entrance to the private driveway along Innovative Drive as shown on the project's Exhibit "A," and this private driveway entrance shall be limited to emergency vehicles only.

42. There shall be no parking or project driveways on Heritage Road within 290 feet of Otay Mesa Road and there shall be no parking on Heritage Road within 100 feet of Datsun Street, all as shown on Exhibit "A", satisfactory to the City Engineer.

43. Project driveways accessing public rights of way shall not exceed 30 feet in width, satisfactory to the City Engineer.

44. All on-site parking spaces and driveways and drive aisle leading to these off street parking spaces, shall be paved with a minimum of asphalt pavement 2 inches in depth or its equivalent, satisfactory to the City Engineer.
45. Prior to June 2, 2019, the Owner/Permittee shall assure by permit and bond the construction of approximately 490 feet of full height curb, gutter, and a minimum 5 foot wide non-contiguous sidewalk along Otay Mesa Road west of Heritage Road as shown on the project's Exhibit "A", satisfactory to the City Engineer. The improvements shall be completed and accepted by the City Engineer prior June 2, 2019..
46. Prior to June 2, 2019, the Owner/Permittee shall dedicate 37 feet as shown on the project's Exhibit "A" and assure by permit and bond the improvement of Heritage Road, from approximately 400 feet north of Otay Mesa Road to Datsun Street, to provide 108 feet curb to curb (where perpendicular parking is shown on Exhibit "A") or 88 feet curb to curb (where no parking is allowed) with new curb, gutter, and a minimum 5 foot wide sidewalk on the west side, satisfactory to the City Engineer. These improvements shall be completed and accepted by the City Engineer by June 2, 2023.
47. Prior June 2, 2019, the Owner/Permittee shall dedicate 13.5 feet and assure by permit and assure by permit and bond the improvement of Heritage Road from Datsun Street to the East Quarter Corner of Section 29 Township 18 South, Range 1 West, or 1,300 feet north (station 36 + 61 per Exhibit "A"), to provide 40 feet of pavement (where perpendicular parking is shown) or 20 feet of pavement (where no parking is allowed) centerline to curb line, new curb, gutter, and a minimum 5 foot wide sidewalk on the west side as shown on Exhibit "A", satisfactory to the City Engineer. The improvements shall be completed and accepted by the City Engineer by June 2, 2023.
48. Prior to June 2, 2019, the Owner/Permittee shall dedicate 50 feet and assure by permit and bond the improvement of Heritage Road from the East Quarter Corner of Section 29, Township 18 South, Range 1 West, Lot 2 (station 36 + 61 per Exhibit "A"), to the northerly end of Heritage Road to provide 40 feet of pavement (where perpendicular parking is shown) or 20 feet of pavement (where no parking is allowed) centerline to curb line, new curb, and a minimum 5 foot wide sidewalk within a minimum 10 foot wide parkway on the west side, as shown on Exhibit "A," satisfactory to the City Engineer. The improvements shall be completed and accepted by the City Engineer by June 2, 2023.
49. Innovative Drive is a 4-lane collector (72'/96') transitioning to a two lane collector (50'/70') between Otay Mesa Road and Corporate Center Drive. Prior to June 2, 2019, the Owner/Permittee shall provide 50 foot to 40 foot Irrevocable Offer of Dedication (IOD) along its project frontage on Innovative Drive between Otay Mesa Road and Progressive Way as shown on Exhibit "A," satisfactory to the City Engineer.
50. Innovative Drive is a 2-lane collector (52'/76') between Corporate Center Drive and its northerly terminus. Prior to June 2, 2019, the Owner/Permittee shall provide 40 foot Irrevocable Offer of Dedication (IOD) along its project frontage on Innovative Drive north of Progressive Avenue as shown on Exhibit "A", satisfactory to the City Engineer.
51. Prior June 2, 2016, east of Otay Valley Road, the Owner/Permittee shall dedicate 55 feet of right-of-way on the south side of Datsun Street and 20 feet of right-of-way on the north side of

Datsun Street, and shall assure by permit and bond the construction of Datsun Street with 90 feet curb-to-curb pavement width (where perpendicular parking is shown), 50 feet curb to curb (where parking is not allowed), as shown on Exhibit "A," satisfactory to the City Engineer.

52. Prior June 2, 2016, the Owner/Permittee shall provide an Irrevocable Offer of Dedication of 140 feet for future Otay Valley Road through the project site and shall provide an Irrevocable Offer of Dedication of 150 feet for future Otay Valley Road within 250 feet of the intersection of future Otay Valley Road and Otay Mesa Road, as shown on Exhibit "A," satisfactory to the City Engineer.

53. The Irrevocable Offer to Dedicate (IOD) for Otay Valley Road and Innovative Drive shall include provisions for the Owner/Permittee to be able to continue using the land encumbered by the IODs for auto dismantling uses until such time as the City of San Diego exercises its rights to accept the dedication. The City of San Diego shall provide the Owner/Permittee with 120 days notice of its intent to accept the right-of-way allowing the Owner/Permittee time to vacate the right-of-way.

**PUBLIC UTILITIES DEPARTMENT REQUIREMENTS:**

54. Prior to the issuance of any construction permits, the Owner/Permittee shall assure by permit and bond the design and construction of an 8-inch diameter public water main within the Datsun Street right-of-way as shown on approved Exhibit "A," in a manner satisfactory to the Public Utilities Director and the City Engineer.

55. Prior to the issuance of any construction permits, the Owner/Permittee shall assure, by permit and bond, the design and construction of any new water service(s) outside of any driveway, and the disconnection at the water main of the existing unused water service adjacent to the project site, in a manner satisfactory to the Public Utilities Director and the City Engineer.

56. Prior to the issuance of any building permits, the Owner/Permittee shall apply for a plumbing permit for the installation of appropriate private back flow prevention device(s), on each water service (domestic, fire and irrigation), in a manner satisfactory to the Public Utilities Director and the City Engineer. BFPDs shall be located above ground on private property, in line with the service and immediately adjacent to the right-of-way.

57. The Owner/Permittee shall process encroachment maintenance and removal agreements, for all acceptable encroachments into the water and sewer easement, including but not limited to structures, enhanced paving, or landscaping. No structures or landscaping of any kind shall be installed in or over any vehicular access roadway.

58. For any portion of the site which will have gated access, then the Owner/Permittee shall provide keyed access to the Water Operations Division of the Public Utilities Department in a manner satisfactory to the Public Utilities Director. The City will not be responsible for any issues that may arise relative to the availability of keys.

59. The Owner/Permittee shall be responsible for any damage caused to City of San Diego water and sewer facilities in the vicinity of the project site, due to the construction activities associated with this project, in accordance with Municipal Code section 142.0607. In the event that any such facility loses integrity then, the Owner/Permittee shall repair or reconstruct any damaged public

water and sewer facility in a manner satisfactory to the Public Utilities Director and the City Engineer.

60. Prior to Final Inspection of Phase III, all public water and sewer facilities shall be complete and operational in a manner satisfactory to the Public Utilities Director and the City Engineer.

61. The Owner/Permittee shall design and construct all proposed public water and sewer facilities in accordance with established criteria in the most current edition of the City of San Diego Water and Sewer Facility Design Guidelines and City regulations, standards and practices pertaining thereto. Public water and sewer facilities, and associated easements, as shown on approved Exhibit "A" may be modified at final engineering to comply with standards.

62. Prior to the issuance of any construction permit, the Owner/Permittee shall execute a written agreement acceptable to the City, that the Owner/Permittee will perform one of the following two activities (conditions a. b. or c. below) at the subsequent direction of the City to provide for funding and construction of the Otay Mesa Trunk Sewer System. The Owner/Permittee will secure performance of the agreement by providing a performance bond acceptable to the City prior to the issuance of any construction permit.

- a. Design and construct, either alone or in conjunction with other developers similarly conditioned, the next pending improvement phase of the Otay Mesa Sewer System as identified in the Otay Mesa Sewer Master Plan Revisions dated December 2008. The improvements are those that will provide capacity to serve the development by splitting the current drainage basin.
- b. If the Owner/Permittee's cost of the improvement exceeds the fair share attributable to the development, the Owner/Permittee will enter into a written agreement acceptable to the City that provides for reimbursement to the developer for the costs (including interest) in excess of the fair share, as it is collected from future development in the area benefiting from the improvement.
- c. The Owner/Permittee will participate in and not object to the formation of a Community Facilities District (CFD) or other mechanism, to fund or reimburse the construction of the improvement phases as identified in the Otay Mesa Master Plan Revisions, dated December 2008.

63. Proposed private underground sewer facilities located within a single lot shall be designed to meet the requirements of the California Uniform Plumbing Code and shall be reviewed as part of the building permit plan check. In addition, the Owner/Permittee shall submit calculations, satisfactory to the Public Utilities Director, for sizing of the proposed sewer lateral from the property line to its connection with the public sewer main.

64. Prior to the issuance of any building permits, the Owner/Permittee shall provide evidence, satisfactory to the Public Utilities Director, indicating that each lot will have its own sewer lateral or provide CC&R's for the operation and maintenance of on-site private sewer facilities that serve more than one lot.



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

66. The proposed development is subject to the Otay Mesa Sewer Surcharge fee of \$1143 per living unit plus 6% simple interest from 3-12-00. This fees shall be paid at time of building permit issuance.

**FACILITY FINANCING REQUIREMENTS:**

67. Development Impact Fees (DIF) or Facilities Benefit Assessments (FBA) are required at building permit issuance based on increased non-residential development and/or a change to existing land use.

68. Housing Impact Fees (HIF) on non-residential development are required at building permit issuance based on increased non-residential development and/or a change to existing land use.

**INFORMATION ONLY:**

- The issuance of this discretionary use permit alone does not allow the immediate commencement or continued operation of the proposed use on site. The operation allowed by this discretionary use 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 Planning Commission of the City of San Diego on June 2, 2016

Permit Type/PTS Approval Nos.: 1267106/ 1267107  
Date of Approval: June 2, 2016

AUTHENTICATED BY THE CITY OF SAN DIEGO DEVELOPMENT SERVICES DEPARTMENT

\_\_\_\_\_  
William Zounes  
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.

By \_\_\_\_\_  
Linda Cone

By \_\_\_\_\_  
Peter M. Cone

By \_\_\_\_\_  
Wilson Saathoff, Inc

By \_\_\_\_\_  
Street Properties, Inc

By \_\_\_\_\_  
Dan E. Pichler

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

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RESOLUTION NUMBER R-\_\_\_\_\_

ADOPTED ON \_\_\_\_\_

WHEREAS, on November 3, 1993, Joe Street, Jr. submitted an application to Development Services Department for a Conditional Use Permit, Site Development Permit for Environmentally Sensitive Lands, and Otay Mesa Development District Permit for the Street Auto Dismantling Project; and

WHEREAS, the matter was set for a Public Hearing to be conducted by the Planning Commission of the City of San Diego; and

WHEREAS, the issue was heard by the Planning Commission on June 2, 2016; and

WHEREAS, the Planning Commission considered the issues discussed in Mitigated Negative Declaration No. 91725 (Declaration) prepared for this Project; NOW THEREFORE,

BE IT RESOLVED, by the Planning Commission that it is certified that the Declaration has been completed in compliance with the California Environmental Quality Act of 1970 (CEQA) (Public Resources Code Section 21000 et seq.), as amended, and the State CEQA Guidelines thereto (California Code of Regulations, Title 14, Chapter 3, Section 15000 et seq.), that the Declaration reflects the independent judgment of the City of San Diego as Lead Agency and that the information contained in said Declaration, together with any comments received during the public review process, has been reviewed and considered by the Planning Commission in connection with the approval of the Project.

BE IT FURTHER RESOLVED, that the Planning Commission finds on the basis of the entire record that project revisions now mitigate potentially significant effects on the environment

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previously identified in the Initial Study, that there is no substantial evidence that the Project will have a significant effect on the environment, and therefore, that said Declaration is hereby adopted.

BE IT FURTHER RESOLVED, that pursuant to CEQA Section 21081.6, the Planning Commission hereby adopts the Mitigation Monitoring and Reporting Program, or alterations to implement the changes to the Project as required by this Planning Commission in order to mitigate or avoid significant effects on the environment, which is attached hereto as Exhibit A.

BE IT FURTHER RESOLVED, that the Declaration and other documents constituting the record of proceedings upon which the approval is based are available to the public at the office of the Development Services Department, 1222 First Avenue, San Diego, California 92101.

BE IT FURTHER RESOLVED, that Development Services Staff is directed to file a Notice of Determination with the Clerk of the Board of Supervisors for the County of San Diego regarding the Project.

By: \_\_\_\_\_  
William Zounes,  
Development Project Manager

ATTACHMENT(S):      Exhibit A, Mitigation Monitoring and Reporting Program  
Planning MND Resolution Form for Any Decision Maker

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**EXHIBIT A**

MITIGATION MONITORING AND REPORTING PROGRAM

Conditional Use Permit, Site Development Permit for Environmentally Sensitive Lands, Otay Mesa  
Development District Permit  
PROJECT NO. 91725

This Mitigation Monitoring and Reporting Program is designed to ensure compliance with Public Resources Code Section 21081.6 during implementation of mitigation measures. This program identifies at a minimum: the department responsible for the monitoring, what is to be monitored, how the monitoring shall be accomplished, the monitoring and reporting schedule, and completion requirements. A record of the Mitigation Monitoring and Reporting Program will be maintained at the offices of the Entitlements Division, 1222 First Avenue, Fifth Floor, San Diego, CA, 92101. All mitigation measures contained in the Mitigated Negative Declaration No. 91725 shall be made conditions of Conditional Use Permit, Site Development Permit for Environmentally Sensitive Lands, and Otay Mesa Development District Permit as may be further described below.

V. MITIGATION, MONITORING AND REPORTING PROGRAM (MMRP):

**A. GENERAL REQUIREMENTS – PART I**

Plan Check Phase (prior to permit issuance)

1. Prior to the issuance of any construction permits, such as Demolition, Grading or Building, or beginning any construction related activity on-site, the Development Services Department (DSD) Director's Environmental Designee (ED) shall review and approve all Construction Documents (CD), (plans, specification, detail, etc.) to ensure the MMRP requirements have been incorporated into the design.
2. In addition, the ED shall verify that MMRP Conditions/Notes that apply ONLY to the construction phases of the project are included VERBATIM, under the heading, "**ENVIRONMENTAL/MITIGATION REQUIREMENTS.**"
3. These notes must be shown within the first three (3) sheets of the construction documents in the format specified for engineering construction document templates as shown on the City website: <http://www.sandiego.gov/development-services/industry/standtemp.shtml>
4. The **TITLE INDEX SHEET** must also show on which pages the "Environmental/Mitigation Requirements" notes are provided.
5. **SURETY AND COST RECOVERY** – The Development Services Director or City Manager may require appropriate surety instruments or bonds from to ensure the long-term performance or implementation of required mitigation measures or programs. The City is authorized to recover its cost to offset the salary, overhead, and expenses for City personnel and programs to monitor qualifying projects.

**A. GENERAL REQUIREMENTS – PART II**

Post Plan Check (After permit issuance/Prior to start of construction)

1. **PRE CONSTRUCTION MEETING IS REQUIRED TEN (10) WORKING DAYS PRIOR TO BEGINNING ANY WORK ON THIS PROJECT.** The PERMIT HOLDER/OWNER is responsible to arrange and perform this meeting by contacting the CITY RESIDENT

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ENGINEER (RE) of the Field Engineering Division and City Staff from MITIGATION MONITORING COORDINATION (MMC). Attendees must also include Permit Holder's Representative(s), Job Site Superintendent and the following consultants:

**Qualified Biologist,  
Qualified Paleontologist**

Note: Failure of all responsible Permit Holder's representatives and consultants to attend shall require an additional meeting with all parties present.

CONTACT INFORMATION:

- a) The PRIMARY POINT OF CONTACT is the **RE** at the **Field Engineering Division 858-627-3200**
- b) For Clarification of ENVIRONMENTAL REQUIREMENTS, applicant is also required to call **RE and MMC at 858-627-3360**

- 2. **MMRP COMPLIANCE:** This Project, Project Tracking System (PTS) Number 91725 and/or Environmental Document # 91725, shall conform to the mitigation requirements contained in the associated Environmental Document and implemented to the satisfaction of the DSD's Environmental Designee (MMC) and the City Engineer (RE). The requirements may not be reduced or changed but may be annotated (i.e., to explain when and how compliance is being met and location of verifying proof, etc.). Additional clarifying information may also be added to other relevant plan sheets and/or specifications as appropriate (i.e., specific locations, times of monitoring, methodology, etc.).

Note: Permit Holder's Representatives must alert RE and MMC if there are any discrepancies in the plans or notes, or any changes due to field conditions. All conflicts must be approved by RE and MMC BEFORE the work is performed.

- 3. **OTHER AGENCY REQUIREMENTS:** Evidence of compliance with all other agency requirements or permits shall be submitted to the RE and MMC for review and acceptance prior to the beginning of work or within one week of the Permit Holder obtaining documentation of those permits or requirements. Evidence shall include copies of permits, letters of resolution or other documentation issued by the responsible agency:

**NONE REQUIRED**

- 4. **MONITORING EXHIBITS:** All consultants are required to submit, to RE and MMC, a monitoring exhibit on a 11 x 17 reduction of the appropriate construction plan, grading, landscape, etc., marked to clearly show the specific areas including the **LIMIT OF WORK**, scope of that discipline's work, and notes indicating when in the construction schedule that work will be performed. When necessary for clarification, a detailed methodology of how the work will be performed shall be included.
- 5. **OTHER SUBMITTALS AND INSPECTIONS:** The Permit Holder/Owner's representative shall submit all required documentation, verification letters, and

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requests for all associated inspections to the RE and MMC for approval per the following schedule:

<b>DOCUMENT SUBMITTAL/INSPECTION CHECKLIST</b>		
<b>Issue Area</b>	<b>Document Submittal</b>	<b>Associated Inspection/Approvals/Notes</b>
General	Consultant Qualification Letters	Prior to Preconstruction Meeting
General	Consultant Construction Monitoring Exhibits	Prior to or at Preconstruction Meeting
Biology	Nesting Bird Survey Results (if required)	Prior to Construction
Paleontology	Monitoring Report	Post Construction
Bond Release	Request for Bond Release Letter	Post Construction
Final MMRP	–	Final MMRP Inspections

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**B. SPECIFIC MMRP ISSUE AREA CONDITIONS/REQUIREMENTS**

**BIOLOGICAL RESOURCE PROTECTION DURING CONSTRUCTION**

**I. Prior to Construction**

- A. **Biologist Verification** -The owner/permittee shall provide a letter to the City's Mitigation Monitoring Coordination (MMC) section stating that a Project Biologist (Qualified Biologist) as defined in the City of San Diego's Biological Guidelines (2012), has been retained to implement the project's biological monitoring program. The letter shall include the names and contact information of all persons involved in the biological monitoring of the project.
- B. **Preconstruction Meeting** - The Qualified Biologist shall attend the preconstruction meeting, discuss the project's biological monitoring program, and arrange to perform any follow up mitigation measures and reporting including site-specific monitoring, restoration or revegetation, and additional fauna/flora surveys/salvage.
- C. **Biological Documents** - The Qualified Biologist shall submit all required documentation to MMC verifying that any special mitigation reports including but not limited to, maps, plans, surveys, survey timelines, or buffers are completed or scheduled per City Biology Guidelines, Multiple Species Conservation Program (MSCP), Environmentally Sensitive Lands Ordinance (ESL), project permit conditions; California Environmental Quality Act (CEQA); endangered species acts (ESAs); and/or other local, state or federal requirements.
- D. **BCME** -The Qualified Biologist shall present a Biological Construction Mitigation/Monitoring Exhibit (BCME) which includes the biological documents in C above. In addition, include: restoration/revegetation plans, plant salvage/relocation requirements (e.g., coastal cactus wren plant salvage, burrowing owl exclusions, etc.), avian or other wildlife surveys/survey schedules (including general avian nesting and USFWS protocol), timing of surveys, wetland buffers, avian construction avoidance areas/noise buffers/ barriers, other impact avoidance areas, and any subsequent requirements determined by the Qualified Biologist and the City ADD/MMC. The BCME shall include a site plan, written and graphic depiction of the project's biological mitigation/monitoring program, and a schedule. The BCME shall be approved by MMC and referenced in the construction documents.
- E. **Avian Protection Requirements** - To avoid any direct impacts to raptors and/or any native/migratory birds, removal of habitat that supports active nests in the proposed area of disturbance should occur outside of the breeding season for these species (February 1 to September 15). If removal of habitat in the proposed area of disturbance must occur during the breeding season, the Qualified Biologist shall conduct a pre-construction survey to determine the presence or absence of nesting birds on the proposed area of disturbance. The pre-construction survey shall be conducted within 10 calendar days prior to the start of construction activities (including removal of vegetation). The applicant shall submit the results of the pre-construction survey to City DSD for review and approval prior to initiating any construction activities. If nesting birds are detected, a letter report or mitigation plan in conformance with the City's Biology Guidelines and applicable State and Federal Law (i.e. appropriate follow up surveys, monitoring schedules, construction and noise



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barriers/buffers, etc.) shall be prepared and include proposed measures to be implemented to ensure that take of birds or eggs or disturbance of breeding activities is avoided. The report or mitigation plan shall be submitted to the City for review and approval and implemented to the satisfaction of the City. The City's MMC Section and Biologist shall verify and approve that all measures identified in the report or mitigation plan are in place prior to and/or during construction.

- F. **Resource Delineation** - Prior to construction activities, the Qualified Biologist shall supervise the placement of orange construction fencing or equivalent along the limits of disturbance adjacent to sensitive biological habitats and verify compliance with any other project conditions as shown on the BCME. This phase shall include flagging plant specimens and delimiting buffers to protect sensitive biological resources (e.g., habitats/flora & fauna species, including nesting birds) during construction. Appropriate steps/care should be taken to minimize attraction of nest predators to the site.
- G. **Education** - Prior to commencement of construction activities, the Qualified Biologist shall meet with the owner/permittee or designee and the construction crew and conduct an on-site educational session regarding the need to avoid impacts outside of the approved construction area and to protect sensitive flora and fauna (e.g., explain the avian and wetland buffers, flag system for removal of invasive species or retention of sensitive plants, and clarify acceptable access routes/methods and staging areas, etc.).

## **II. During Construction**

- A. **Monitoring**- All construction (including access/staging areas) shall be restricted to areas previously identified, proposed for development/staging, or previously disturbed as shown on "Exhibit A" and/or the BCME. The Qualified Biologist shall monitor construction activities as needed to ensure that construction activities do not encroach into biologically sensitive areas, or cause other similar damage, and that the work plan has been amended to accommodate any sensitive species located during the pre-construction surveys. In addition, the Qualified Biologist shall document field activity via the Consultant Site Visit Record (CSV). The CSV shall be e-mailed to MMC on the 1<sup>st</sup> day of monitoring, the 1<sup>st</sup> week of each month, the last day of monitoring, and immediately in the case of any undocumented condition or discovery.
- B. **Subsequent Resource Identification** - The Qualified Biologist shall note/act to prevent any new disturbances to habitat, flora, and/or fauna onsite (e.g., flag plant specimens for avoidance during access, etc.). If active nests or other previously unknown sensitive resources are detected, all project activities that directly impact the resource shall be delayed until species specific local, state or federal regulations have been determined and applied by the Qualified Biologist.

## **III. Post Construction Measures**

- A. In the event that impacts exceed previously allowed amounts, additional impacts shall be mitigated in accordance with City Biology Guidelines, ESL and MSCP, State CEQA, and other applicable local, state and federal law. The Qualified Biologist shall submit a final

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BCME/report to the satisfaction of the City ADD/MMC within 30 days of construction completion.

**MSCP SUBAREA PLAN-LAND USE ADJACENCY GUIDELINES**

- I. Prior to issuance of any construction permit or notice to proceed, DSD/ LDR, and/or MSCP staff shall verify the Applicant has accurately represented the project's design in or on the Construction Documents (CD's/CD's consist of Construction Plan Sets for Private Projects and Contract Specifications for Public Projects) are in conformance with the associated discretionary permit conditions and Exhibit "A", and also the City's Multi-Species Conservation Program (MSCP) Multi-Habitat Planning Area (MHPA) Land Use Adjacency Guidelines. The applicant shall provide an implementing plan and include references on/in CD's of the following:
  - A. **Grading/Land Development/MHPA Boundaries** - MHPA boundaries on-site and adjacent properties shall be delineated on the CDs. DSD Planning and/or MSCP staff shall ensure that all grading is included within the development footprint, specifically manufactured slopes, disturbance, and development within or adjacent to the MHPA. For projects within or adjacent to the MHPA, all manufactured slopes associated with site development shall be included within the development footprint.
  - B. **Drainage** - All new and proposed parking lots and developed areas in and adjacent to the MHPA shall be designed so they do not drain directly into the MHPA. All developed and paved areas must prevent the release of toxins, chemicals, petroleum products, exotic plant materials prior to release by incorporating the use of filtration devices, planted swales and/or planted detention/desiltation basins, or other approved permanent methods that are designed to minimize negative impacts, such as excessive water and toxins into the ecosystems of the MHPA.
  - C. **Toxics/Project Staging Areas/Equipment Storage** - Projects that use chemicals or generate by-products such as pesticides, herbicides, and animal waste, and other substances that are potentially toxic or impactful to native habitats/flora/fauna (including water) shall incorporate measures to reduce impacts caused by the application and/or drainage of such materials into the MHPA. No trash, oil, parking, or other construction/development-related material/activities shall be allowed outside any approved construction limits. Where applicable, this requirement shall be incorporated into leases on publicly-owned property when applications for renewal occur. Provide a note in/on the CD's that states: *"All construction related activity that may have potential for leakage or intrusion shall be monitored by the Qualified Biologist/Owners Representative or Resident Engineer to ensure there is no impact to the MHPA."*
  - D. **Lighting** - Lighting within or adjacent to the MHPA shall be directed away/shielded from the MHPA and be subject to City Outdoor Lighting Regulations per Land Development Code (LDC) Section 142.0740.

(R-[Reso Code])

- E. **Barriers** - New development within or adjacent to the MHPA shall be required to provide barriers (e.g., non-invasive vegetation; rocks/boulders; 6-foot high, vinyl-coated chain link or equivalent fences/walls; and/or signage) along the MHPA boundaries to direct public access to appropriate locations, reduce domestic animal predation, protect wildlife in the preserve, and provide adequate noise reduction where needed.
- F. **Invasives**- No invasive non-native plant species shall be introduced into areas within or adjacent to the MHPA.
- G. **Brush Management** -New development adjacent to the MHPA shall be set back from the MHPA to provide required Brush Management Zone 1 area on the building pad outside of the MHPA. Zone 2 may be located within the MHPA provided the Zone 2 management will be the responsibility of an HOA or other private entity except where narrow wildlife corridors require it to be located outside of the MHPA. Brush management zones will not be greater in size than currently required by the City's regulations, the amount of woody vegetation clearing shall not exceed 50 percent of the vegetation existing when the initial clearing is done and vegetation clearing shall be prohibited within native coastal sage scrub and chaparral habitats from March 1-August 15 except where the City ADD/MMC has documented the thinning would be consist with the City's MSCP Subarea Plan. Existing and approved projects are subject to current requirements of Municipal Code Section 142.0412.
- H. **Noise** - Due to the site's location adjacent to or within the MHPA where the Qualified Biologist has identified potential nesting habitat for listed avian species, construction noise that exceeds the maximum levels allowed shall be avoided during the breeding seasons for the following: California Gnatcatcher (3/1-8/15). If construction is proposed during the breeding season for the species, U.S. Fish and Wildlife Service protocol surveys shall be required in order to determine species presence/absence. If protocol surveys are not conducted in suitable habitat during the breeding season for the aforementioned listed species, presence shall be assumed with implementation of noise attenuation and biological monitoring.

When applicable (i.e., habitat is occupied or if presence of the covered species is assumed), adequate noise reduction measures shall be incorporated as follows:

**COASTAL CALIFORNIA GNATCATCHER (Federally Threatened)**

1. Prior to the issuance of any grading permit the City Manager (or appointed designee) shall verify that the Multi-Habitat Planning Area (MHPA) boundaries and the following project requirements regarding the coastal California gnatcatcher are shown on the construction plans:

No clearing, grubbing, grading, or other construction activities shall occur between March 1 and August 15, the breeding season of the coastal California gnatcatcher, until the following requirements have been met to the satisfaction of the City Manager:

(R-[Reso Code])

- A. A Qualified Biologist (possessing a valid Endangered Species Act Section 10(a)(1)(a) Recovery Permit) shall survey those habitat areas within the MHPA that would be subject to construction noise levels exceeding 60 decibels [dB(A)] hourly average for the presence of the coastal California gnatcatcher. Surveys for the coastal California gnatcatcher shall be conducted pursuant to the protocol survey guidelines established by the U.S. Fish and Wildlife Service within the breeding season prior to the commencement of any construction. If coastal California gnatcatchers are present, then the following conditions must be met:
- I. Between March 1 and August 15, no clearing, grubbing, or grading of occupied coastal California gnatcatcher habitat shall be permitted. Areas restricted from such activities shall be staked or fenced under the supervision of a Qualified Biologist; and
  - II. Between March 1 and August 15, no construction activities shall occur within any portion of the site where construction activities would result in noise levels exceeding 60 dB(A) hourly average at the edge of occupied gnatcatcher habitat. An analysis showing that noise generated by construction activities would not exceed 60 dB(A) hourly average at the edge of occupied habitat must be completed by a Qualified Acoustician (possessing current noise engineer license or registration with monitoring noise level experience with listed animal species) and approved by the City Manager at least two weeks prior to the commencement of construction activities. Prior to the commencement of construction activities during the breeding season, areas restricted from such activities shall be staked or fenced under the supervision of a Qualified Biologist; or
  - III. At least two weeks prior to the commencement of construction activities, under the direction of a qualified acoustician, noise attenuation measures (e.g., berms, walls) shall be implemented to ensure that noise levels resulting from construction activities will not exceed 60 dB(A) hourly average at the edge of habitat occupied by the coastal California gnatcatcher. Concurrent with the commencement of construction activities and the construction of necessary noise attenuation facilities, noise monitoring\* shall be conducted at the edge of the occupied habitat area to ensure that noise levels do not exceed 60 dB(A) hourly average. If the noise attenuation techniques implemented are determined to be inadequate by the Qualified Acoustician or biologist, then the associated construction activities shall cease until such time that adequate noise attenuation is achieved or until the end of the breeding season (August 16).
- \* Construction noise monitoring shall continue to be monitored at least twice weekly on varying days, or more frequently depending on the construction activity, to verify that noise levels at the edge of occupied

(R-[Reso Code])

habitat are maintained below 60 dB(A) hourly average or to the ambient noise level if it already exceeds 60 dB(A) hourly average. If not, other measures shall be implemented in consultation with the biologist and the City Manager, as necessary, to reduce noise levels to below 60 dB(A) hourly average or to the ambient noise level if it already exceeds 60 dB(A) hourly average. Such measures may include, but are not limited to, limitations on the placement of construction equipment and the simultaneous use of equipment.

- B. If coastal California gnatcatchers are not detected during the protocol survey, the Qualified Biologist shall submit substantial evidence to the City Manager and applicable resource agencies which demonstrates whether or not mitigation measures such as noise walls are necessary between March 1 and August 15 as follows:
  - I. If this evidence indicates the potential is high for coastal California gnatcatcher to be present based on historical records or site conditions, then condition A.III shall be adhered to as specified above.
  - II. If this evidence concludes that no impacts to this species are anticipated, no mitigation measures would be necessary.

**D. PALEONTOLOGICAL RESOURCES**

**I. Prior to Permit Issuance**

- A. Entitlements Plan Check
  - 1. Prior to issuance of any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits or a Notice to Proceed for Subdivisions, but prior to the first preconstruction meeting, whichever is applicable, the ADD Environmental designee shall verify that the requirements for Paleontological Monitoring have been noted on the appropriate construction documents.
- B. Letters of Qualification have been submitted to ADD
  - 1. The applicant shall submit a letter of verification to MMC identifying the PI for the project and the names of all persons involved in the paleontological monitoring program, as defined in the City of San Diego Paleontology Guidelines.
  - 2. MMC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the paleontological monitoring of the project.
  - 3. Prior to the start of work, the applicant shall obtain approval from MMC for any personnel changes associated with the monitoring program.

(R-[Reso Code])

**II. Prior to Start of Construction**

**A. Verification of Records Search**

1. The PI shall provide verification to MMC that a site specific records search has been completed. Verification includes, but is not limited to a copy of a confirmation letter from San Diego Natural History Museum, other institution or, if the search was in-house, a letter of verification from the PI stating that the search was completed.
2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.

**B. PI Shall Attend Precon Meetings**

1. Prior to beginning any work that requires monitoring; the Applicant shall arrange a Precon Meeting that shall include the PI, CM and/or Grading Contractor, RE, BI, if appropriate, and MMC. The qualified paleontologist shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Paleontological Monitoring program with the Construction Manager and/or Grading Contractor.
  - a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with MMC, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring.

**2. Identify Areas to be Monitored**

Prior to the start of any work that requires monitoring, the PI shall submit a Paleontological Monitoring Exhibit (PME) based on the appropriate construction documents (reduced to 11x17) to MMC identifying the areas to be monitored including the delineation of grading/excavation limits. The PME shall be based on the results of a site specific records search as well as information regarding existing known soil conditions (native or formation).

**3. When Monitoring Will Occur**

- a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur.
- b. The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate conditions such as depth of excavation and/or site graded to bedrock, presence or absence of fossil resources, etc., which may reduce or increase the potential for resources to be present.

(R-[Reso Code])

### III. During Construction

- A. Monitor Shall be Present During Grading/Excavation/Trenching
  - 1. The monitor shall be present full-time during grading/excavation/trenching activities as identified on the PME that could result in impacts to formations with high and moderate resource sensitivity. **The Construction Manager is responsible for notifying the RE, PI, and MMC of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances OSHA safety requirements may necessitate modification of the PME.**
  - 2. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as trenching activities that do not encounter formational soils as previously assumed, and/or when unique/unusual fossils are encountered, which may reduce or increase the potential for resources to be present.
  - 3. The monitor shall document field activity via the CSV. The CSVs shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (**Notification of Monitoring Completion**), and in the case of ANY discoveries. The RE shall forward copies to MMC.
- B. Discovery Notification Process
  - 1. In the event of a discovery, the Paleontological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the RE or BI, as appropriate.
  - 2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.
  - 3. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or email with photos of the resource in context, if possible.
- C. Determination of Significance
  - 1. The PI shall evaluate the significance of the resource.
    - a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required. The determination of significance for fossil discoveries shall be at the discretion of the PI.
    - b. If the resource is significant, the PI shall submit a Paleontological Recovery Program (PRP) and obtain written approval from MMC. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume.

(R-[Reso Code])

- c. If resource is not significant (e.g., small pieces of broken common shell fragments or other scattered common fossils) the PI shall notify the RE, or BI as appropriate, that a non-significant discovery has been made. The Paleontologist shall continue to monitor the area without notification to MMC unless a significant resource is encountered.
- d. The PI shall submit a letter to MMC indicating that fossil resources will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that no further work is required.

**IV. Night and/or Weekend Work**

- A. If night and/or weekend work is included in the contract
  - 1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the Precon meeting.
  - 2. The following procedures shall be followed.
    - a. No Discoveries  

In the event that no discoveries were encountered during night and/or weekend work, The PI shall record the information on the CSVr and submit to MMC via fax by 8 AM on the next business day.
    - b. Discoveries  

All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction.
    - c. Potentially Significant Discoveries  

If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction shall be followed.
    - d. The PI shall immediately contact MMC, or by 8 AM on the next business day to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.
- B. If night work becomes necessary during the course of construction
  - 1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.
  - 2. The RE, or BI, as appropriate, shall notify MMC immediately.



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- C. All other procedures described above shall apply, as appropriate.

**V. Post Construction**

**A. Preparation and Submittal of Draft Monitoring Report**

1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Paleontological Guidelines which describes the results, analysis, and conclusions of all phases of the Paleontological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring,
  - a. For significant paleontological resources encountered during monitoring, the Paleontological Recovery Program shall be included in the Draft Monitoring Report.
  - b. Recording Sites with the San Diego Natural History Museum  

The PI shall be responsible for recording (on the appropriate forms) any significant or potentially significant fossil resources encountered during the Paleontological Monitoring Program in accordance with the City's Paleontological Guidelines, and submittal of such forms to the San Diego Natural History Museum with the Final Monitoring Report.
2. MMC shall return the Draft Monitoring Report to the PI for revision or for preparation of the Final Report.
3. The PI shall submit revised Draft Monitoring Report to MMC for approval.
4. MMC shall provide written verification to the PI of the approved report.
5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.

**B. Handling of Fossil Remains**

1. The PI shall be responsible for ensuring that all fossil remains collected are cleaned and catalogued.
2. The PI shall be responsible for ensuring that all fossil remains are analyzed to identify function and chronology as they relate to the geologic history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate

**C. Curation of fossil remains: Deed of Gift and Acceptance Verification**

1. The PI shall be responsible for ensuring that all fossil remains associated with the monitoring for this project are permanently curated with an appropriate institution.

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2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC.
- D. Final Monitoring Report(s)
1. The PI shall submit two copies of the Final Monitoring Report to MMC (even if negative), within 90 days after notification from MMC that the draft report has been approved.
  2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from MMC which includes the Acceptance Verification from the curation institution.

The above mitigation monitoring and reporting program will require additional fees and/or deposits to be collected prior to the issuance of building permits, certificates of occupancy and/or final maps to ensure the successful completion of the monitoring program.



# Planning Department Report

DATE ISSUED: September 30, 1994 REPORT NO. P-94-195

ATTENTION: Planning Commission, Agenda of November 3, 1994, Workshop.

SUBJECT: WORKSHOP ON AUTO DISMANTLING OPERATIONS IN THE OTAY MESA AREA.

REFERENCE: Planning Commission Workshop, July 7, 1994. Planning Commission Hearings of January 13, and February 17, 1994.

## SUMMARY:

Issue(s): Continued discussion of auto dismantling operations, special design/site improvements and future development issues.

Development Services Department Recommendation: The Department recommends that the Commission direct staff to implement Alternative 3 as described in the staff report of July 7, 1994 and attached to this report.

Environmental Impact: Exempt, as this is only an information workshop item.

Fiscal Impact: Costs associated with processing Conditional Use Permits are charged to a deposit account paid by the applicants. Staff costs related to this analysis of issues and auto dismantling operations are charged to the General Fund portion of the Development Services Department budget.

Code Enforcement Impact: Not applicable.

Housing Affordability Impact: Not applicable.

## BACKGROUND:

On July 7, 1994, the Planning Commission held a workshop on auto dismantling operations, associated site improvements and future development in the Otay Mesa area. Staff presented an analysis of several issues which had been raised by the Commission at previous hearings and presented three design alternatives for upgrading/enhancing landscaping/site improvements based upon the length of time of the auto dismantling CUP's. (See attached July 7, 1994 Planning Report) After the Commission heard from the auto dismantling owners/operators and adjacent property owners there was no time for Planning Commission discussion and the workshop was continued to allow for discussion by the Planning Commission.



**DISCUSSION:**

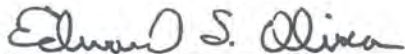
All of the auto dismantling operators have expressed a desire to stay at their current locations long term and provide the necessary site and landscape improvements that would screen their operations from adjacent future development. The adjacent property owners do not believe that the auto dismantling operations are compatible with their future residential and office/industrial developments and would like to see the CUP's up for renewal only extended for an additional three years.

The Department believes that with the appropriate site and landscape improvements the auto dismantling operations can be made compatible with the future development planned for the area. Wallace, Roberts & Todd, representing Street Properties will also be present at this workshop to discuss the site improvements/landscape concept plans that were shown and described at the July 7, 1994 workshop.

The Department recommends that after introduction of the various interested parties and a recapitulation of the earlier workshop and a summary of the site improvement/landscape alternatives, that the Commission elicit any additional information felt necessary through questions of staff and/or property owners.

The purpose of the workshop is for the Commission to provide direction to staff on the term of all future auto dismantling CUP's in this area and the nature and type of site/landscape improvements that the Commission feels should be required.

Respectfully submitted,



Edward Oliva, Assistant Director  
Development Services Department



Linda Johnson, Principal Planner  
Development Services Department

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ATTACHMENT: Planning Department Report No. P-94-119, Agenda Of  
July 7, 1994.



# Planning Department Report

DATE ISSUED: July 1, 1994 REPORT NO. P-94-119

ATTENTION: Planning Commission, Agenda of July 7, 1994 Item No. 3.

SUBJECT: WORKSHOP ON AUTO DISMANTLING OPERATIONS IN THE OTAY MESA AREA.

REFERENCE: Planning Commission Hearings of January 13, and February 17, 1994.

## SUMMARY:

Issue(s): Discussion of auto dismantling operations, special design/site improvements and future development issues.

Planning Department Recommendation: The Department recommends that the Commission should direct staff to implement Alternative 3 as the Conditional Use Permits are brought forward for renewal.

Community Planning Group Recommendation: No presentation has been made before the Otay Mesa Planning Group regarding these workshop issues. A letter has been sent to the Otay Mesa Planning Group inviting them to this workshop.

Environmental Impact: Exempt as this is only an information workshop item.

Fiscal Impact: Costs associated with processing Conditional Use Permits are charged to a deposit account paid by the applicants. Staff costs related to this analysis of planning issues and auto dismantling operations are charged to the General Fund portion of Development and Environmental Planning budget.

Code Enforcement Impact: Not applicable. There are no code enforcement impacts. This is an informational workshop item.

Housing Affordability Impact: Not applicable.

## BACKGROUND:

The Commission held public hearings on January 13, and February 17, 1994 on CUP 93-0633, the Otay Mesa Auto Dismantling Park. During these public hearings, the Commissioners raised a number of issues concerning this auto dismantling operation and others in the immediate area.

At the conclusion of the February 17, 1994 hearing, the Planning Commission directed the Planning Department to meet with all the auto dismantling operators in



the Brown Field/Otay Mesa area, as well as the adjacent property owners, to analyze the long term viability of auto dismantling at this location and to address particular operational and design issues.

The Planning Department reviewed all of the Conditional Use Permits in this area and contacted the airport regarding it's restrictions. Attachment 1 provides the location and summary of all the Conditional Use Permits approved in the area. The Planning Department has also had several meetings with the auto dismantling operators and adjacent property owners in the area and discussed the issues raised by the Planning Commission.

#### DISCUSSION:

Following are the issues that the Planning Department was requested to analyze by the Planning Commission: 1) hazardous materials, 2) dust, 3) noise, 4) location and operation of the crusher 5) compatibility of auto dismantling with future development and 6) long term viability of auto dismantling in the City of San Diego. Each of these issues are discussed below:

- HAZARDOUS MATERIALS - The County of San Diego Department of Health Services annually inspects all the auto dismantling yards in this area for compliance with the various hazardous waste/materials laws and regulations. In addition, all the tenants are required to obtain health permits from the San Diego County, Hazardous Materials Management Division (HMMD). In a letter issued by the County Department of Health, it stated that the HMMD has developed a cooperative working relationship with the auto dismantlers and often provides educational workshops specifically for the auto dismantling industry. No known violations exist on any of the operator's sites.
- DUST - Planning Department staff visited the site and also reviewed the issue of dust control with staff in our landscape section. Auto dismantling in and of itself does not produce conditions which generate more than normal amounts of dust. The interior of the auto dismantling yards do not contain landscaping. Landscaping is typically only at the perimeter of the yards and adjacent to parking. In addition, much of the vegetation in the surrounding area has been disturbed by sources which the operators have no control over. Requiring full width paving of Heritage Road and paving of internal private streets between the various operators would help to reduce any dust that can rightly be attributed to the auto dismantling operations.
- NOISE - The Commission's concern about noise was focused on the operation of a crusher used to crush vehicles for transport and recycling purposes. As part of the environmental review of CUP 88-0212, an acoustical analysis was conducted on a crusher. The environmental report concluded that as long as the crusher was located no closer than 410 feet from residential development, no adverse noise impacts were associated with use of the crusher. In addition, the area is already impacted by noise is also generated from the adjacent airport.
- OPERATION OF A CRUSHER - The Planning Department staff met with the auto dismantling operators and the owner/operator of the crusher to

discuss the relationship of the crusher to the auto dismantling businesses. The existing crusher is not located on the property which was before the Commission on January 13, and February 17, 1994 (CUP 93-0633). The crusher is located on an adjacent property, permitted under CUP 91-0460. The crusher is owned and operated by State Iron and Metals. The relationship of State Iron and Metals with the auto dismantling operation is that the vehicle shells are sold to State Iron and Metals as scrap metal. State Iron and Metals crush the vehicles prior to transport to Los Angeles for further processing. State Iron and Metals is a regional scrap metal recycling business with most of its business generated from industrial and commercial accounts throughout San Diego County and not from crushing vehicles.

The Planning Department staff also reviewed the City's current regulations related to recycling businesses. Based upon this review and discussions with the operator of State Iron and Metals, the recycling operation would be defined as a Large Processing Recycling Center. Large processing centers not open to the public, are permitted by right in the industrial zone. The Recycling Ordinance was adopted by the City Council to encourage recycling. Municipal Code Section 101.2002 requires specific screening and health standards for recycling facilities. Since, the Municipal Code now allows recycling, including a crusher without a Conditional Use Permit, the applicant for CUP 91-0460 would only be required to seek a Conditional Use Permit for the auto dismantling tenants that remain on this property.

The use of a crusher is included in Conditional Use Permit No. 93-0633 and has been included in the previous permits, as the operator would like the option to locate a crusher on his site in the future.

- COMPATIBILITY WITH FUTURE DEVELOPMENT - The auto dismantling operators have expressed a strong desire to remain at this location long term. In order to make this possible, the operators and Planning Department staff met several times to develop design/site improvements which would reduce the adverse impacts of auto dismantling on future adjacent development. The types of improvements and standards which could be applied are walls/fences, setbacks; and landscaping. Longer term CUP's could afford higher levels of site design improvements.

- LONG TERM VIABILITY OF AUTO DISMANTLING IN THE CITY - Development has been approved and will ultimately occur in the immediate area of these auto dismantling yards (See Attachment 2, Western Otay Mesa Precise Plan Composite Map). When development does occur, the issue is: can auto dismantling continue to operate harmoniously with that development?

Discussions with the operators and adjacent property owners concluded that the main issue in the long term viability of auto dismantling in the Brown Field/Otay Mesa area is visual compatibility with future adjacent development.

### DISCUSSION OF DESIGN/SITE IMPROVEMENTS

All of the Conditional Use Permits for auto dismantling in this area have been approved with a maximum five year term. This five-year term assumes these uses are temporary in nature with temporary design/site improvements required.

The result of the meetings with the operators and adjacent property owners concluded that site improvements must be dependent upon the term of the Conditional Use Permit. If auto dismantling is viewed as a temporary use in this area, then only site improvements appropriate for a temporary use should be required. If auto dismantling is to be conducted in the area on a long term basis, it must be made a compatible neighbor with future development. A long term CUP should require site improvements which will adequately screen the auto dismantling operations from adjacent development.

Three alternatives have been developed to provide a framework for discussion of the terms of the future CUP's and the appropriate level of improvements. It is extremely important to recognize that the costs necessary to screen the dismantling operations from future development requires a CUP term adequate to amortize the costs.

The alternatives are summarized below:

#### ALTERNATIVE 1 - CONDITIONAL USE PERMIT ISSUED FOR THREE YEARS

**ASSUMPTION:** Auto Dismantling is a temporary use in this location with adjacent development anticipated to occur in approximately 3 years. Auto dismantling cannot be made a compatible use adjacent to urban development.

##### REQUIRED DEVELOPMENT STANDARDS:

- a) chain link fencing with wood slats along all perimeter property abutting public roadways.
- b) no landscaping required beyond what already exists or previously required.
- c) no parking or paving beyond what already exists or previously required.

#### ALTERNATIVE 2 - CONDITIONAL USE PERMIT ISSUED FOR SEVEN YEARS

**ASSUMPTION:** Auto Dismantling is a temporary use in this location with adjacent development anticipated to occur in approximately seven years. Auto dismantling cannot be made a compatible use with adjacent urban development. However, a seven-year term would permit the operators to amortize the cost of the additional improvements needed to mitigate visual and dust impacts.

##### REQUIRED DEVELOPMENT STANDARDS:

- a) chain link fencing with wood slats or other material to provide a solid chain link screening.
- b) additional landscaped areas to shade and screen.



- c) parking locations to remain per existing requirements.
- d) all traveled roadways (including interior) to be paved or decomposed granite (DG) to be applied.

**ALTERNATIVE 3 - CONDITIONAL USE PERMIT ISSUED FOR FIFTEEN YEARS OR WITHOUT ANY EXPIRATION**

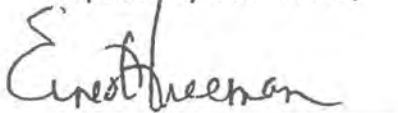
**ASSUMPTION:** Auto Dismantling is a permanent use in this location with adjacent development anticipated to occur between 3 to 10 years. Auto dismantling is made to be compatible with adjacent urban development by the application of standards such as paved roads and parking, permanent screening with walls, trees and substantial landscaping.

**REQUIRED DEVELOPMENT STANDARDS:**

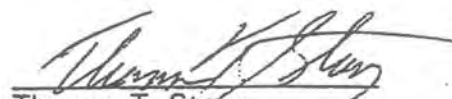
- a) Solid walls located along public roadways. Chain link with solid material screening along interior roadways where necessary.
- b) Landscaping of sufficient size and material along all perimeter fencing and walls adjacent to public streets to screen and buffer dismantling yards from adjacent property and public view.
- c) Road improvements per City standards for public roads. Paved or DG on all private drives.
- d) Paved parking located on site.

The intent of presenting these three alternatives for discussion is to provide a range of terms with appropriate site improvements. As stated earlier, all the auto dismantling operators have expressed a desire to stay in this location long term. In addition, the operators are willing to work cooperatively with each other in installing improvements and coming forward for CUP review as a group so that a comprehensive plan can be developed and the CUP's can have the same expiration date.

Respectfully submitted,



Ernest Freeman  
Planning Director



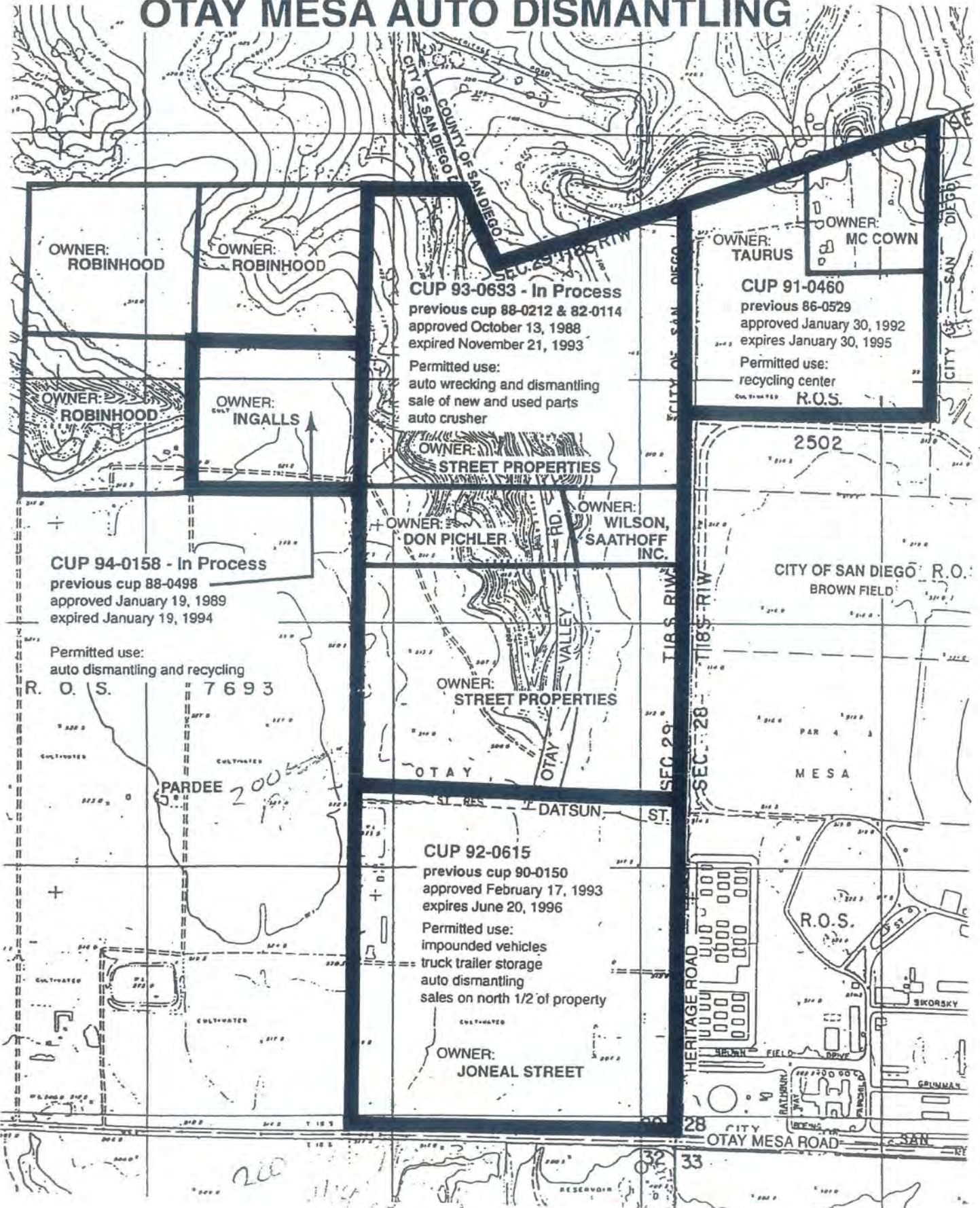
Thomas T. Story  
Deputy Planning Director

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- ATTACHMENTS:**
- 1. Location Map of Otay Mesa Auto Dismantling CUP's
  - 2. Western Otay Mesa Precise Plan Composite Map



# OTAY MESA AUTO DISMANTLING



OWNER:  
ROBINHOOD

OWNER:  
ROBINHOOD

**CUP 93-0693 - In Process**  
 previous cup 88-0212 & 82-0114  
 approved October 13, 1988  
 expired November 21, 1993  
 Permitted use:  
 auto wrecking and dismantling  
 sale of new and used parts  
 auto crusher

OWNER:  
TAURUS

OWNER:  
MC COWN

**CUP 91-0460**  
 previous 86-0529  
 approved January 30, 1992  
 expires January 30, 1995  
 Permitted use:  
 recycling center  
**R.O.S.**

OWNER:  
ROBINHOOD

OWNER:  
INGALLS

OWNER:  
STREET PROPERTIES

OWNER:  
DON PICHLER

OWNER:  
WILSON,  
SAATHOFF INC.

**CUP 94-0158 - In Process**  
 previous cup 88-0498  
 approved January 19, 1989  
 expired January 19, 1994  
 Permitted use:  
 auto dismantling and recycling  
**R. O. S.**

7 6 9 3

OWNER:  
STREET PROPERTIES

CITY OF SAN DIEGO R.O.  
BROWN FIELD

PARDEE 200

DATSUN ST.

**CUP 92-0615**  
 previous cup 90-0150  
 approved February 17, 1993  
 expires June 20, 1996  
 Permitted use:  
 impounded vehicles  
 truck trailer storage  
 auto dismantling  
 sales on north 1/2 of property

OWNER:  
JONEAL STREET

R.O.S.

OTAY MESA ROAD

200

32

33

# Ownership Disclosure Statement



**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** **Project No. For City Use Only**

STREET AUTO DISMANTLING

**Project Address:**

1328 HERITAGE RD. SAN DIEGO, CA 92154

**Part I - To be completed when property is held by individual(s)**

By signing the Ownership Disclosure Statement, the owner(s) acknowledge that an application for a permit, map or other matter, as identified above, 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) and tenant(s) (if applicable) of the above referenced property. The list must include the names and addresses of all persons who have an interest in the property, recorded or otherwise, and state the type of property interest (e.g., tenants who will benefit from the permit, all individuals who own the property). A signature is required of at least one of the property owners. Attach additional pages if needed. A signature from the Assistant Executive Director of the San Diego Redevelopment Agency shall be required for all project parcels for which a Disposition and Development Agreement (DDA) has been approved / executed by the City Council. 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.

**Additional pages attached**  Yes  No

Name of Individual (type or print):  
 PETER M. CONE  
 Owner  Tenant/Lessee  Redevelopment Agency

Street Address:  
 6467 DATSUN

City/State/Zip:  
 SAN DIEGO, CA 92154

Phone No: ( 619 )671-7711 Fax No: ( 619 )671-7722

Signature: *Peter M Cone* Date: 11/11/2014

Name of Individual (type or print):  
 LINDA CONE  
 Owner  Tenant/Lessee  Redevelopment Agency

Street Address:  
 6467 DATSUN

City/State/Zip:  
 SAN DIEGO, CA 92154

Phone No: ( 619 )671-7711 Fax No: ( 619 )672-7722

Signature: *Linda Cone* Date: 11/11/2014

Name of Individual (type or print):  
 Owner  Tenant/Lessee  Redevelopment Agency

Street Address:

City/State/Zip:

Phone No: Fax No:

Signature : Date:

Name of Individual (type or print):  
 Owner  Tenant/Lessee  Redevelopment Agency

Street Address:

City/State/Zip:

Phone No: Fax No:

Signature : Date:

Ownership Disclosure Statement

Project No. (For City Use Only) Page 2 of 5

Project Title:

Part II - To be completed when property is held by a corporation or partnership

Legal Status (please check):

Corporation Limited Liability -or- General) What State? CA Corporate Identification No. 26-4573942 Partnership

By signing the Ownership Disclosure Statement, the owner(s) acknowledge that an application for a permit, map or other matter, as identified above, 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 names, titles and addresses of all persons who have an interest in the property, recorded or otherwise, and state the type of property interest (e.g., tenants who will benefit from the permit, all corporate officers, and all partners in a partnership who own the property). A signature is required of at least one of the corporate officers or partners who own the property. 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. Additional pages attached Yes No

Corporate/Partnership Name (type or print): STREETCONE-SD LLC, DBA CONE PROPERTIES
[X] Owner [ ] Tenant/Lessee
Street Address: 877 ISLAND AVE # 606
City/State/Zip: SAN DIEGO, CA 92101
Phone No: ( 619 )806-4173 Fax No: (619 )671-7722
Name of Corporate Officer/Partner (type or print): PETER CONE
Title (type or print): PRESIDENT
Signature: [Signature] Date: 11/11/2014

Corporate/Partnership Name (type or print):
[ ] Owner [ ] Tenant/Lessee
Street Address:
City/State/Zip:
Phone No: Fax No:
Name of Corporate Officer/Partner (type or print): LINDA CONE
Title (type or print): CHIEF FINANCIAL OFFICER
Signature: [Signature] Date: 11/11/2014

Corporate/Partnership Name (type or print):
[ ] Owner [ ] Tenant/Lessee
Street Address:
City/State/Zip:
Phone No: Fax No:
Name of Corporate Officer/Partner (type or print):
Title (type or print):
Signature : Date:

Corporate/Partnership Name (type or print):
[ ] Owner [ ] Tenant/Lessee
Street Address:
City/State/Zip:
Phone No: Fax No:
Name of Corporate Officer/Partner (type or print):
Title (type or print):
Signature : Date:

Corporate/Partnership Name (type or print):
[ ] Owner [ ] Tenant/Lessee
Street Address:
City/State/Zip:
Phone No: Fax No:
Name of Corporate Officer/Partner (type or print):
Title (type or print):
Signature : Date:

Corporate/Partnership Name (type or print):
[ ] Owner [ ] Tenant/Lessee
Street Address:
City/State/Zip:
Phone No: Fax No:
Name of Corporate Officer/Partner (type or print):
Title (type or print):
Signature : Date:

Project Title: <u>OTAY MESA AUTO DISMANTLING</u>	Project No. (For City Use Only)
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**Part II - To be completed when property is held by a corporation or partnership**

**Legal Status (please check):**

Corporation     Limited Liability -or-  General) What State? \_\_\_\_\_ Corporate Identification No. \_\_\_\_\_  
 Partnership

By signing the Ownership Disclosure Statement, the owner(s) acknowledge that an application for a permit, map or other matter, as identified above, 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 names, titles and addresses of all persons who have an interest in the property, recorded or otherwise, and state the type of property interest (e.g., tenants who will benefit from the permit, all corporate officers, and all partners in a partnership who own the property). A signature is required of at least one of the corporate officers or partners who own the property. 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. **Additional pages attached**     Yes     No

Corporate/Partnership Name (type or print):  
WILSON - SAATHOFF INC

Owner     Tenant/Lessee

Street Address:  
4450 GLACIER AVE

City/State/Zip:  
SAN DIEGO CA 92120

Phone No: 619-283-7255    Fax No:

Name of Corporate Officer/Partner (type or print):  
M.A. SAATHOFF

Title (type or print):  
PRESIDENT

Signature: [Signature]    Date: 12-16-14

Corporate/Partnership Name (type or print):

Owner     Tenant/Lessee

Street Address:

City/State/Zip:

Phone No:    Fax No:

Name of Corporate Officer/Partner (type or print):

Title (type or print):

Signature :    Date:

Corporate/Partnership Name (type or print):

Owner     Tenant/Lessee

Street Address:

City/State/Zip:

Phone No:    Fax No:

Name of Corporate Officer/Partner (type or print):

Title (type or print):

Signature :    Date:

Corporate/Partnership Name (type or print):

Owner     Tenant/Lessee

Street Address:

City/State/Zip:

Phone No:    Fax No:

Name of Corporate Officer/Partner (type or print):

Title (type or print):

Signature :    Date:

Corporate/Partnership Name (type or print):

Owner     Tenant/Lessee

Street Address:

City/State/Zip:

Phone No:    Fax No:

Name of Corporate Officer/Partner (type or print):

Title (type or print):

Signature :    Date:

Corporate/Partnership Name (type or print):

Owner     Tenant/Lessee

Street Address:

City/State/Zip:

Phone No:    Fax No:

Name of Corporate Officer/Partner (type or print):

Title (type or print):

Signature :    Date:

Project Title: <u>Street Auto Dismantling</u>	Project No. (For City Use Only)
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**Part II - To be completed when property is held by a corporation or partnership**

**Legal Status (please check):**

Corporation     Limited Liability -or-  General) What State? \_\_\_\_\_ Corporate Identification No. \_\_\_\_\_  
 Partnership

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Corporate/Partnership Name (type or print):  
Street Properties Inc.

Owner     Tenant/Lessee

Street Address:  
1328 Heritage Road

City/State/Zip:  
San Diego, CA 92154

Phone No: 619-661-6106    Fax No: 619-661-1341

Name of Corporate Officer/Partner (type or print):  
Joe C. Street

Title (type or print):  
Chief Executive Officer

Signature:     Date: \_\_\_\_\_

Corporate/Partnership Name (type or print):  
Street Properties Inc

Owner     Tenant/Lessee


Street Address:  
1328 Heritage Rd

City/State/Zip:  
San Diego, CA 92154

Phone No: 619-661-6106    Fax No: 619-661-1341

Name of Corporate Officer/Partner (type or print):  
Jessica V Street

Title (type or print):  
Chief Financial officer

Signature:     Date: 11/10/14

Corporate/Partnership Name (type or print):  
Street Properties

Owner     Tenant/Lessee

Street Address:  
1328 Heritage Road

City/State/Zip:  
San Diego, CA 92154

Phone No: 619-661-6106    Fax No: 619-661-1341

Name of Corporate Officer/Partner (type or print):  
Sarah Street Evarist

Title (type or print):  
member of board

Signature:     Date: 11/10/14

Corporate/Partnership Name (type or print):

Owner     Tenant/Lessee

Street Address:

City/State/Zip:

Phone No:    Fax No:

Name of Corporate Officer/Partner (type or print):

Title (type or print):

Signature :    Date:

Corporate/Partnership Name (type or print):

Owner     Tenant/Lessee

Street Address:

City/State/Zip:

Phone No:    Fax No:

Name of Corporate Officer/Partner (type or print):

Title (type or print):

Signature :    Date:

Corporate/Partnership Name (type or print):

Owner     Tenant/Lessee

Street Address:

City/State/Zip:

Phone No:    Fax No:

Name of Corporate Officer/Partner (type or print):

Title (type or print):

Signature :    Date:



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

# Ownership Disclosure Statement

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 \_\_\_\_\_ Project No. For City Use Only \_\_\_\_\_

Project Address:  
Street Auto Dismantling  
1328 Heritage Road San Diego, CA 92154

### Part I - To be completed when property is held by Individual(s)

By signing the Ownership Disclosure Statement, the owner(s) acknowledge that an application for a permit, map or other matter, as identified above, 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) and tenant(s) (if applicable) of the above referenced property. The list must include the names and addresses of all persons who have an interest in the property, recorded or otherwise, and state the type of property interest (e.g., tenants who will benefit from the permit, all individuals who own the property). A signature is required of at least one of the property owners. Attach additional pages if needed. A signature from the Assistant Executive Director of the San Diego Redevelopment Agency shall be required for all project parcels for which a Disposition and Development Agreement (DDA) has been approved / executed by the City Council. 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.

Additional pages attached  Yes  No

Name of Individual (type or print):  
DAN E. Pichler  
 Owner  Tenant/Lessee  Redevelopment Agency  
Street Address:  
9377 Crest Dr.  
City/State/Zip:  
Spring Valley  
Phone No: 619 462 9377 Fax No:  
Signature: Dan E. Pichler Date: 12-30-14

Name of Individual (type or print):  
 Owner  Tenant/Lessee  Redevelopment Agency  
Street Address:  
City/State/Zip:  
Phone No: Fax No:  
Signature: Date:

Name of Individual (type or print):  
 Owner  Tenant/Lessee  Redevelopment Agency  
Street Address:  
City/State/Zip:  
Phone No: Fax No:  
Signature: Date:

Name of Individual (type or print):  
 Owner  Tenant/Lessee  Redevelopment Agency  
Street Address:  
City/State/Zip:  
Phone No: Fax No:  
Signature: Date:



Attachment 10  
Otay Mesa Community Planning Group Recommendation

November 3, 2015

Will Zounes  
Development Project Manager  
1222 First Avenue M.S. 501  
San Diego, CA 92101

RE: Street Auto Dismantling

Dear Will:

The Otay Mesa Planning Group met on May 20<sup>th</sup> and approved the Street Auto Dismantling project no. 91725. John Leppert presented the project. The vote was 10/0/2 with Joe Street and Tom Story abstaining.

Please let me know if you have any questions.

Sincerely,  
*OTAY MESA PLANNING GROUP*



Rob Hixson  
Chair

# **Implementation Plan**

**For**

**Otay Mesa Auto Dismantling**

Prepared by:  
Leppert Engineering Corporation  
5190 Governor Drive, Ste. 205  
San Diego, CA 92122  
Job No. OM 17.01-42.98

## **Introduction**

This Implementation Plan has been prepared to be incorporated as one of several Exhibit A's into the approval documents of the project's discretionary permits. The purpose of this document is to describe and clarify for City staff and decision-makers the project's required public and private improvements, their timing and the mechanics of their implementation.

The goal of this Implementation Plan is to lay out the requirements, procedures and expectations of both the City and the Permittee as it pertains to undertaking the phased improvements over a seven year period granted through the approval of the project's CUP by the City. This Implementation Plan will facilitate the understanding and processing by City staff of: the bonding/public improvements work; the processing of plans; the order and inspection of work and final inspections/approvals.

## **Background**

The Street family has been engaged in the auto dismantling business in San Diego since 1933. They have operated at the Otay Mesa property through a series of Conditional Use Permits since 1973, which represents almost 40 years at this location. There are two different Street family entities engaged in the auto dismantling business - Joe Street and family (son of Joneal Street, the founder) and Linda and Pete Cone, sister and brother-in-law of Joe Street - each governed by separate CUP's with the dividing line between their operations being Datsun Street. Together, the combined 102 acre operation is the largest in the western United States. In 1996, for ease of processing (for both the City and the owners) and to take advantage of economies of scale for consulting services, it was agreed to process the projects together as a single application. Upon approval of the project, the separate operations will be under the one permit.

As of the date of this document, there are 35 leasehold operations located north of Datsun Street and 68 leaseholds south of Datsun Street. Lessees operate with month to month leases. Depending on the overall state of the economy, there has been and will continue to be, from one month to the next, some turnover in the number of lessees. This turnover may result in expansions and/or contractions in the sizes of the remaining leaseholds as the businesses and operations are divested and either acquired, in whole or in part, by other lessees or new owners take over.

The term Auto Dismantler in the current San Diego Municipal Code relies on the California Vehicle Code Sections for its definitions. Section 33.0901 of the Municipal Code cites two sections of the Vehicle Code, Sections 220 and 221. Section 220 defines an Auto Dismantler in a couple of paragraphs. Section 220 Subparagraph (a) provides that a dismantler is one who: "is engaged in the business of buying, selling or dealing in vehicles of a type required to be registered under this code, including non repairable vehicles, for the purpose of dismantling the vehicles, who buys or sells the integral parts and components thereof, in whole or in part, or who deals in used motor vehicle parts . . ." (emphasis added)

A number of lessees are engaged in different aspects of the auto dismantling business, including – wrecking/dismantling; storage of vehicles/parts; repair/sales of used motor vehicles/parts and component parts; glass or specialized parts sales; export sales and motorcycle and parts sales. Additionally, there are accessory service uses such as a smog station, DMV registration and liaison services and a towing service.

The north portion of the site is located between Innovative Drive and Heritage Road north of Datsun Street at the west end of Brown Field and the airport runway. This part of the property is bisected by Otay Valley Road which tees into Datsun Street (only the eastern segment of Datsun Street is a dedicated public street). Because of the proximity to the airport, the project has been reviewed and received clearances from both the City's Airport Division and the FAA – evidence of which is in the CUP project file. The property has also received a Consistency Determination from the Airport Land Use Commission.

The southern portion of the site is bounded by Otay Mesa Road on the south, Innovative Drive to the west, Datsun Street to the north, and Heritage Road to the east.

The Exhibit 'A' plans for the project show the expected future realignment of Otay Valley Road and Datsun Street with Heritage Road, but the design and construction of these road improvements are not a requirement of the project's permit. There will be no restrictions on performing CUP approved public and private work improvements within the future alignment footprint.

The Exhibit 'A' plans do not show the existing leaseholds and their improvements - locations, sizes, or their replacement/retention/relocation status. There are typical proposed development plot plans and office/parking layouts shown on sheet one of the plans.

The reason for this is because of a regular and on-going turnover in the number of lessees and the configurations of leaseholds. Additionally, as it gets closer to implementing the necessary leasehold improvements, there may be an increase in lessee turnover and possible consolidation or reconfiguration of the leaseholds. This made the continued effort to accurately show all existing and proposed development on the leaseholds a losing battle.

Additionally, the Permittee has acknowledged that there are considerable Code Enforcement issues that have developed over many years - mostly related to lessees not obtaining the necessary building permits for their modular office structures, accessory structures and /or signs that have been put up over the years. These improvements basically require plumbing, electrical, structural and sign permits.

To address these two issues of on-going changes in lessees/leasehold configurations and the need to systematically deal with the Code Enforcement issues, it has been agreed that every structure that meets the Building Code definition of "structure" is assumed not to have the required permits and will have to either be demolished/removed and replaced with properly permitted structures; shown to have been properly permitted, or required to go through the steps to be permitted after the fact.

The CUP requirement is to prepare and process groups of individual leasehold plot plans, detailing existing and proposed structures utilities/hookups, parking, driveways and signage. These issues are discussed more fully in the section on Private On-Site Improvements below.

## **Schedule**

Sheet one of the Exhibit A plans for the Conditional Use Permit shows the proposed project schedule. Because of the scope of the construction and the logistics required to undertake the public and private improvements for such a large and on-going business operation, with as little disruption as possible, it is necessary to divide the project into three phases scheduled over seven years.

The first year, following the approval of the CUP will be taken up with the preparation, processing and approval of the public improvement plans/engineering permits for all three phases of the project. This includes: water, sewer, fire and drainage improvements; street dedications and IOD's; street improvement work; traffic control plans; right-of-way landscape improvements, and securing the bonds for all of that work. In addition - sourcing contractors, materials, and equipment and scheduling the work needs to be done. At the same time, plans need to be prepared and processed for the private/on-site utility work and the tenant leasehold improvements for all three phases.

For each phase, much of the public improvement work and the private on-site utility work must be completed before the tenant leasehold improvements and Code compliance work can be initiated. All of the work cannot proceed in tandem.

## **Bonding/Public Improvements**

Basically, there are two major elements of work required of the Permittee. The first is the bonded public right-of-way improvements and public utility improvements and connections. Also included within this element is the installation of perimeter landscaping along the rights-of-way. The second element is comprised of the installation of private water, sewer and fire service lines; perimeter screening walls/fencing and the private improvements of each of the individual leaseholds (discussed more fully below).

Some of the project's Permit Conditions require the dedication and/or Irrevocable Offers to Dedicate (IOD) portions of some of the public streets surrounding the property in addition to the required right-of-way improvements and the installation of public water mains and water and sewer connections within the rights-of-way. This public improvement work must be submitted to the City of San Diego in engineering plan sets consistent with the standards and specifications of the City of San Diego Land Development Manual. The City also requires an approved cost estimate to complete the work shown on the plans, and a bond to be posted to guarantee the satisfactory performance of the work.

For this project, the City has required that the plans for all three phases of this public improvement work must be approved and have the bonds posted before the initiation of any work on the project (public or

private). The City and the Permittee have agreed to separate the plans/permits into three phases with separate bonds provided for each permit. The City and Permittee have agreed that the order of construction must start with the improvement of the property frontage along Otay Mesa Road and Innovative Drive south of Datsun Street. The City has agreed that it will release the bonds separately upon successful completion and City acceptance of the work covered by each bond.

The following is a compilation of the project's required dedications and public improvement requirements within the public rights-of-way surrounding the project.

### **Otay Mesa Road**

Otay Mesa Road is a public, 6-lane, east-west prime arterial along the project's southern boundary. It was the main access to the Otay Mesa Port of Entry from Interstate 805, acting as the temporary SR 905 roadway until the recently opened SR 905 freeway was completed. The roadway is currently under Caltrans jurisdiction, but will ultimately be relinquished back to the City of San Diego. With the opening of the SR-905 freeway, traffic volumes on Otay Mesa Road should be dramatically reduced, and the roadway will act as a part of the local circulation element of the Otay Mesa community. The full right-of-way along the subject property has previously been acquired. While the majority of the roadway has been improved with curb, gutter and sidewalks along the north side of the street, there is a 490 foot segment between Heritage Road and Innovative Drive that has not been fully improved. The project will be required to complete those missing improvements. Also landscaping will be installed within the right-of-way to the perimeter screen fencing.

### **Innovative Drive**

Innovative Drive is the public street along the project's western boundary. It is currently constructed to a half width improvement for the western half of the street. The centerline of the street is currently coincident with the project boundary. Different segments of the street have different street classifications and required widths to achieve the ultimate full width. The continuation of the existing auto dismantling use does not trigger the requirement for the completion of the full width improvement of Innovative Drive. The project is only required to provide an IOD for the future widening of the street to its ultimate full width, to the standards identified for each segment. The future redevelopment of the property to an industrial park development will trigger the full improvement of Innovative Drive. The Permittee will permit and bond the construction of approximately 1,600 lineal feet of a public 16 inch PVC water line and associated ancillary work, as well as, the installation of landscaping within the ROW up to the project's perimeter screen fencing.

### **Otay Valley Road**

Otay Valley Road has been identified as a six lane major circulation element road, ultimately planned to join Otay Mesa Road at Heritage Road. Otay Valley Road currently meets Datsun Street at a tee intersection, and southbound traffic has to make a left turn, travel on Datsun Street for about 600 feet, and then make a right turn on Heritage Road and travel about 1300 feet until meeting Otay Mesa Road. The Permittee has shown the expected future alignment for the ultimate improvement of Otay Valley Road from the northern project boundary to the intersection with Otay Mesa Road at Heritage Road. The project will provide an IOD for the ultimate alignment of Otay Valley Road as shown on the Exhibit A

Plans. However, the Permittee is not responsible for the construction of any of the right-of-way improvements. Two sewer connections are proposed to the existing 18 inch trunk sewer line in the existing Otay Valley Road ROW.

### **Datsun Street**

Datsun Street is the east/west street between the two ownerships of the project. The eastern portion of Datsun Street between Otay Valley Road and Heritage Road has previously been dedicated as a public street. The Permittee has previously provided an IOD (not accepted by the City) for the north half of the western portion of Datsun Street between Innovative Drive and Otay Valley Road, in the current street alignment. With the ultimate build out of the south portion of the project as an industrial park development, Datsun Street would be realigned and improved to tie into the ultimate alignment of Otay Valley Road and would intersect with Innovative Drive and Progressive Avenue to the west.

The Permittee will also permit and bond for the widening and construction of the eastern leg of Datsun Street and the installation of new 90 degree parking with curb, gutter, sidewalk and landscaping on the north and south sides of the street. The western leg of Datsun Street (private drive) will be repaved and the parking striped and improved.

Additional utility improvements are also required within the Datsun Street ROW:

8 inch public water main and ancillary private 8 inch fire service line and 6 inch private sewer line and ancillary connections will be installed in the western (private) segment of Datsun Street.

8 inch public water main and ancillary private 8 inch fire service line connections and curb inlet and storm water drainage connections will be installed in the eastern segment of Datsun Street.

### **Heritage Road**

Heritage Road is a public street along the project's east boundary. North of Datsun Street, it is a two lane road serving the northeast portion of the Permittee's property and several other properties to the north of Brown Field. To the south of Datsun Street, it widens to two lanes with a southbound to eastbound left turn to Brown Field at Sikorsky Street, midway between Datsun Street and Otay Mesa Road. Heritage Road widens to five lanes at Otay Mesa Road to accommodate through, left and right turn movements at the intersection. With the current project, the existing centerline alignment of Heritage Road will be maintained, and the Permittee will permit and bond to widen the street to provide two southbound lanes and 90 degree parking spaces, along with new curb, gutter, sidewalk and landscaping. Parking will not be allowed at the intersection with Otay Mesa Road, or at the intersection with current Datsun Street.

### **Phasing Plan**

Though not necessarily expected to occur, once the Engineering Permits are issued for all three phases of the bonded public improvement work, the Permittee, in order to take advantage of potential reduced costs, efficiencies in scheduling and construction, minimizing disruption to lessees and the availability of financing, may initiate work on any portion of the public improvements from any phase or multiple

phases at the same time, subject to the City Engineer's approval and determination that undertaking such work "out of phase" will not result in any adverse affects to public health, safety and welfare. Additionally, subject to the same considerations and caveat, the Permittee may apply for permits and initiate any of the project's private improvements without regard to the Phasing Plan.

The following is a general description of the anticipated work to be performed within each phase.

Phase 1 requires the following public improvements:

1. the completion of the curb, gutter, sidewalk and landscaping improvements along Otay Mesa Road and Innovative Drive south of Datsun Street; and
2. the installation of a public 16 inch water main in Innovative Drive between Otay Mesa Road and Corporate Center Drive and the installation of a 6" AC berm along the east edge of pavement within the ROW.

Phase 1 requires the following private improvements:

3. the construction of a masonry screening wall along Otay Mesa Road and a three foot retaining wall and eight foot vinyl coated, chain link fence with 90% shade cloth along Innovative Drive, south of Datsun Street;
4. the installation of a private 8 inch fire service line with private fire hydrants and private backflow preventers south of Datsun Street and a public 8" water line in the private portion of Datsun Street between Innovative Drive and Otay Valley Road and continuing to Heritage Road in the public portion of Datsun Street;
5. the installation of a private sewer system south of Datsun Street;
6. the installation of private water, sewer and fire service lines and paving of the private main driveway located 300 feet north of Otay Mesa Road (Heritage Street), as well as striping for 90 degree parking spaces;
7. the repaving of the non-dedicated portion of Datsun Street between Innovative Drive and Otay Valley Road and installation of parking;
8. installing a 3 inch private domestic water system to serve this area, if the existing water system is deemed insufficient, and
9. the installation of yard offices at each leasehold in Phase 1 and the required on-site parking.

Phase 2 requires the following public improvement:

1. the installation of landscaping in front of the retaining wall / fence along Innovative Drive north of Datsun Street,

Phase 2 requires the following private improvements:

2. the construction of a three foot retaining wall and eight foot vinyl coated chain link fence with 90% shade cloth along the Innovative Drive frontage north of Datsun Street;
3. the installation of a private eight inch fire service line with private fire hydrants and private backflow preventers north of Datsun Street and west of Otay Valley Road;



4. the installation of a private sewer system north of Datsun Street and west of Otay Valley Road;
5. the paving of the private main driveway north of Datsun Street between Otay Valley Road and Innovative Drive, as well as the repaving of Datsun Street and the striping for the 90 degree parking spaces;
6. installing a 3 inch private domestic water system to serve this area, if the existing water system is deemed insufficient, and
7. the installation of yard offices at each leasehold in Phase 2 and the required on-site paved parking.

Phase 3 requires the following public improvements:

1. the widening of the west side of Heritage Road, with 90 degree parking and landscaping between Otay Mesa Road and the City limit to the north;
2. the widening of Datsun Street and the installation of 90 degree parking and landscaping between Otay Valley Road and Heritage Road;

Phase 3 requires the following private improvements:

3. the installation of an eight foot vinyl coated chain link fence with 90% shade cloth along Heritage Road and east leg of Datsun Street;
4. the installation of a private eight inch fire service line with private fire hydrants and private backflow preventers north of Datsun Street and east of Otay Valley Road;
5. the installation of a private sewer system north of Datsun Street and east of Otay Valley Road,
6. installing a 3 inch private domestic water system to serve this area, if the existing water system is deemed insufficient, and
7. the installation of yard offices at each leasehold in Phase 3 and on-site parking.

### **Private On-Site Improvements**

As already detailed, there are a number of common public and private infrastructure related improvements required to be installed in each phase of the project that generally have to precede the specific improvements for each leasehold – water, sewer and fire safety lines; storm drainage improvements, and street improvements. Once the installation of the requisite utilities is started, plans for the leasehold improvements and rectification of Code Compliance issues will be prepared and processed.

The Permittee has acknowledged a number of Code violations on the property. Most of these violations are the result of lessees not obtaining the necessary permits for their modular office buildings, accessory storage structures and/or signs that have been put up over the years. The improvements basically require plumbing, electrical, building and sign permits.

For ease of processing the CUP and to facilitate processing the necessary permits for the leasehold improvements and to satisfy City concerns that Code violations are being properly addressed, the Permittee and the City have agreed that every structure that meets the Building Code definition of

“structure” and that requires one or more separate building permits is initially assumed to not have the appropriate permits. As a result of this, it is anticipated that all of the existing buildings/structures on the property will either be demolished and/or removed and will be replaced with properly permitted buildings/structures. As an alternative, the lessees will be given the opportunity to produce documentation that permits have been issued for the improvements within the leasehold. Where it is determined to be cost effective, there may be attempts to permit (after the fact) some of the existing buildings/structures. This is expected to be more of an exception than the rule.

As each phase of on-site improvements is initiated, the preparation and processing of separate plot plans and the improvement work for each leasehold will be segmented into small groups. The separate plot plans prepared for each leasehold will show all existing structures that will either be removed and replaced or be retained after being proven it complies with building code requirements. Each plot plan will also show the required water, sewer, electrical, foundation (tie downs), access, parking, driveways, and sign details. Each leasehold will provide parking at a minimum of 5 spaces per 1,000 square feet of office building, providing a minimum of one handicapped space and one standard space per leasehold. Given the amount and complexity of the proposed work, the Permittee will closely coordinate with City staff to ensure that any existing Code violations are properly addressed. Once a building permit is issued, ongoing work will be inspected as work progresses, and upon final inspection a certificate of occupancy will be issued. At the conclusion of work on any given phase, separate plot plans for every lessee will have been produced showing all buildings and required parking and other conditions completed and inspected.

Once a new office and required parking is provided, as long as that office is utilized, the parking will be maintained. Subsequent combining of leaseholds that does not require the use of both office spaces could utilize one of the parking areas for another purpose. However, any re-use of the office space would require that the parking spaces be made available. Also, the Permittee has agreed to provide additional parking at a ratio of three off-street parking spaces per acre.

After each leasehold has completed their improvements and obtained City approval, it will be necessary to revise and prepare a new plot plan for the lessees’ Storm Water Pollution Prevention Plans (SWPPP) as the Permittee is currently operating under an Industrial Permit for stormwater discharge. These plot plans show the locations and approximate area of: offices; storage structures and containers; hazardous waste; trash; engine/transmission cores; hoists, and paved parking and driveway areas. The square footage and percentage of the site covered with structures and paving (impervious area) is specifically noted on these plans.

In order to avoid any future code violation problems and satisfy any City concern with the continued ongoing ability to document Code compliance, the Permittee will piggy back on the required six times a year storm water quality inspection of each leasehold as part of the Permittee’s Industrial Permit for storm water discharge. This third party inspection (by Brash Industries) will also include checking each leasehold against the revised SWIPP plot plan that shows existing impermeable surfaces (structures or paving). Once the new plot plans are prepared with all properly permitted structures and paving shown on them, any changes resulting in more or less “impermeable surface” would be documented during the

inspection. Copies of these plot plans will be given to the lessee and the Permittee, and comparison with the previous plot plan would confirm whether or not any unpermitted work had taken place and action would be taken by the Permittee to bring the leasehold into compliance. Lessees would be in violation of their leases and would face termination of their lease and eviction unless their leasehold was brought back into compliance. Copies of these inspections and plot plans would be held by the Permittee and be available for review by City staff. An additional measure to assure continued compliance is that only the Permittee or designees will have the right to apply for and process any building or sign permits through the City, thus ensuring that lessees will not be able to apply for any permits without the knowledge and approval of the landlord/Permittee.

## **Construction Sequencing Issues**

There will be construction issues associated with the sequencing of construction while maintaining access to the various leaseholds within the project. It will be difficult to build the combination masonry wall / screen fence, the underground utility improvements as well as paving the driveways while keeping all of the tenants open for business at the same time.

The following is the sequencing approach we are recommending in order to keep the leaseholds in business, as much as possible, while completing the improvements:

### **Phase 1 Construction Sequencing:**

While the construction of the private sewer system, domestic water, fire system and the paving of private Heritage Street is under way, access to the existing leaseholds will be from a temporary access road within the masonry wall / screen fence alignment. Once all underground utilities are installed and the permanent access road is paved, construction of the masonry wall / screen fence can proceed. Plot plans will be processed in groups of 10 leaseholds at a time to establish the size and location of the office trailers, accessory structures and the parking lots for each leasehold.

### **Phase 2 Construction Sequencing:**

While the construction of the private sewer system, domestic water system, fire system and the paving of the main driveway through Phase 2 is underway, access to the existing leaseholds will be from a temporary access road within the combination masonry wall / screening fence alignment. Once all underground utilities are installed and the permanent access road is paved, construction of the combination masonry wall / screening fence can proceed. Plot plans will be processed in groups of 10 leaseholds at a time to establish the size and location of the office trailers accessory structures and the parking lot for each leasehold. While it is anticipated that Phase 2 construction will start after the completion of Phase 1, it is possible that construction may be initiated while work on Phase 1 is still ongoing.

### **Phase 3 Construction Sequencing:**

Phase 3 has two separate geographical locations, each with its own issues. The portion south of Datsun Street will be upgraded first. The existing through traffic on Heritage Road must be accommodated as it connects with Otay Valley Road. This will make the underground utility work proceed slower, while maintaining safe working conditions. After the utilities are installed, the construction of curbs and sidewalks can proceed, followed by the installation of the screening fence and the landscaping. The placement of the office trailers and the associated parking lot will complete the process.

In the northern portion, there is the more challenging utility work with the private sewer north of Datsun Street getting deeper as it drains the most northerly portion south towards Datsun Street. This will cause the length of time for that construction to lengthen. The private domestic water and private fire services will be installed within normal construction time frames. Again, after the utilities are installed, the construction of curbs and sidewalks can proceed, followed by the installation of the screening fence and the landscaping. The placement of the office trailers and the associated parking lot will complete the process.

# OTAY MESA AUTO DISMANTLING

## CONDITIONAL USE PERMIT / SITE DEVELOPMENT PERMIT

**LEGAL DESCRIPTION:**

045-050-43: 36.01 AC.  
THE SOUTHEAST QUARTER OF SECTION 29, TOWNSHIP 18 SOUTH, RANGE 1 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO UNITED STATES GOVERNMENT SURVEY THEREOF.

645-050-24: 5.84 AC.  
045-050-25: 3.59 AC.  
045-050-29: 17.00 AC.  
045-050-30: 9.57 AC.  
THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 18 SOUTH, RANGE 1 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO UNITED STATES GOVERNMENT SURVEY THEREOF.

645-050-35: 12.71 AC.  
645-050-34: 17.43 AC.  
THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 29, TOWNSHIP 18 SOUTH, RANGE 1 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO UNITED STATES GOVERNMENT SURVEY THEREOF.

**GROSS ACREAGE OF PROJECT:**  
102.15 AC.

**EXISTING ZONING:**  
CND-INDUST-SUBO  
AR-1-1

**REQUIRED PERMITS:**  
CONDITIONAL USE PERMIT  
SITE DEVELOPMENT PERMIT

**LOT REQUIREMENTS:**  
LOT AREA = 30,000 SQ. FT. - PROJECT COMPLEX  
STREET FRONTAGE = 100 LINEAR FT. - PROJECT COMPLEX

**SETBACKS:**  
PER CDD INDUSTRIAL SUBDISTRICT:  
1. FRONT YARD = 20 FEET  
2. INTERIOR SIDE YARD = 15 FEET  
3. STREET SIDE YARD = 20 FEET  
4. REAR YARD = 25 FEET

**ROAD IMPROVEMENTS AND SCREEN WALLS:**  
THE PROJECT PROPOSES TO DEDICATE AND IMPROVE THE STREETS LOCATED AROUND THE PERIMETER OF THE PROJECT AS SHOWN ON THE ROADWAY CROSS SECTIONS FOR EACH PROPOSED PHASE OF IMPROVEMENT. THESE IMPROVEMENTS SHALL BE CONSTRUCTED IN THREE PHASES, WITH EACH PHASE BEING AS ILLUSTRATED ON ONE OF THE SHEETS THAT FOLLOW:

- PHASE I WILL INVOLVE THE REMAINING FRONTAGE IMPROVEMENTS ALONG OTAY MESA ROAD (ABOUT 490 FEET OF CURB, GUTTER AND SIDEWALK) AND LANDSCAPING IMPROVEMENTS ALONG OTAY MESA ROAD AND INNOVATIVE DRIVE BETWEEN OTAY MESA ROAD AND DATSUN STREET AS WELL AS THE CONSTRUCTION OF A 3" MASONRY WALL WITH AN 8" SCREEN FENCE ALONG OTAY MESA ROAD AND INNOVATIVE DRIVE. THIS PHASE WILL ALSO INVOLVE THE ADDITION OF 1440' OF NEW 8" PRIVATE SEWER CONNECTING TO AN EXISTING PRIVATE LATERAL AND 665' OF NEW 8" PRIVATE SEWER CONNECTING TO THE EXISTING SEWER MAIN AT DATSUN STREET AND OTAY VALLEY ROAD. IN ADDITION IT WILL INVOLVE ADDING SEVERAL WATER LINES FOR FIRE SERVICE, A PUBLIC 16" WATER LINE IN INNOVATIVE DRIVE BETWEEN OTAY MESA ROAD AND CORPORATE CENTER DRIVE AND AN 8" PRIVATE WATER LINE IN THE SOUTHERN PORTION OF THE PROPERTY SOUTH OF DATSUN STREET AND AN 8" PUBLIC WATER LINE IN BOTH THE PUBLIC AND PRIVATE PORTIONS OF DATSUN STREET.
- PHASE II WILL INVOLVE LANDSCAPING IMPROVEMENTS AND THE CONSTRUCTION OF A 3" MASONRY WALL WITH AN 8" SCREEN FENCE ALONG INNOVATIVE DRIVE NORTHERLY OF DATSUN STREET. IT WILL ALSO INVOLVE 1188' OF NEW 8" PRIVATE SEWER CONNECTING TO THE EXISTING SEWER MAIN IN OTAY VALLEY ROAD APPROXIMATELY 275' NORTH OF DATSUN STREET. IT WILL ALSO INVOLVE A PRIVATE ON-SITE 8" FIRE SYSTEM LOCATED IN THE NORTHWESTERLY PORTION OF THE PROPERTY ABOVE DATSUN STREET.
- PHASE III WILL INVOLVE FRONTAGE IMPROVEMENTS AND LANDSCAPING ALONG HERITAGE ROAD BETWEEN OTAY MESA ROAD AND THE CITY LIMITS AND ALONG DATSUN STREET BETWEEN OTAY VALLEY ROAD AND HERITAGE ROAD. IT WILL ALSO INVOLVE THE ADDITION OF 2677' OF NEW 8" PRIVATE SEWER CONNECTING TO THE MAIN LINE IN OTAY VALLEY ROAD APPROXIMATELY 450' NORTH OF DATSUN STREET. IT WILL ALSO INVOLVE THE PRIVATE 8" FIRE LINE SYSTEM IN THE NORTHEASTERLY PORTION OF THE SITE.

THE ESTIMATED SCHEDULE TO COMPLETE THE ROADWAY AND FRONTAGE IMPROVEMENTS IS ANTICIPATED TO FOLLOW THE TIMELINE SCHEDULE PROVIDED HEREIN. AS THE ACTUAL APPROVAL DATE OF THE CUP PERMIT IS ULTIMATELY DETERMINED, THE TIMELINE SCHEDULE WILL ADJUST ACCORDINGLY.

ALL ROADWAYS INTERIOR TO THE PROPOSED PROJECT SHALL BE CONSIDERED PRIVATE DRIVES. THE FIRST 100 FEET OF ANY PRIVATE DRIVE THAT CONNECTS TO A PUBLIC STREET SHALL BE CONSTRUCTED WITH CONCRETE PAVING. THE DRIVEWAY APRONS SHALL CONFORM TO RSD 500-114.

THERE WILL BE NO PERPENDICULAR PARKING ON HERITAGE ROAD WITHIN 250 FEET OF OTAY MESA ROAD. THERE WILL ALSO BE NO PERPENDICULAR PARKING ON HERITAGE ROAD WITHIN 100 FEET OF DATSUN STREET.

THERE WILL BE NO PERPENDICULAR PARKING ON DATSUN STREET WITHIN 100 FEET OF OTAY VALLEY ROAD AND WITHIN 100 FEET OF HERITAGE ROAD.

THE PROPOSED HERITAGE ROAD/OTAY VALLEY ROAD RE-ALIGNMENT AS SHOWN ON THESE PLANS IS SHOWN FOR INFORMATION PURPOSES ONLY AND IS SUBJECT TO MODIFICATION AT THE TIME OF FINAL DESIGN. THE REQUIRED COVENANT OF EASEMENT WILL BE GRANTED TO THE ALIGNMENT AS SHOWN, BUT WILL BE SUBJECT TO MODIFICATION AS THE ALIGNMENT OF THE ROAD GOES THROUGH DETAILED REVIEW PRIOR TO CONSTRUCTION DOCUMENTS FOR THE RE-ALIGNMENT.

**GRADING AND DRAINAGE:**

FOR DRAINAGE CALCULATIONS AND DRAINAGE PATTERNS SEE DOCUMENT PREPARED BY KIMLEY-HORN AND ASSOCIATES, INC., DATED JULY 2009, ENTITLED "WATER QUALITY TECHNICAL REPORT - STREET PROPERTIES - OTAY MESA AUTO DISMANTLING, 1328 HERITAGE ROAD, SAN DIEGO, CA 92154"

ALL RUNOFF ORIGINATING FROM THE PROJECT WILL BE INTERCEPTED WITHIN THE PROJECT AND TREATED BY EITHER A TRENCH FILTERING SYSTEM OR A STORM WATER FILTERING FACILITY AS SHOWN ON THE DETAILS PROVIDED HEREON. THE APPROXIMATE LOCATION FOR EACH FACILITY WILL BE AS SHOWN ON THE ENCLOSED UTILITIES PLAN. THE PROPOSED STORM WATER FACILITIES ARE CURRENTLY BEING REVIEWED BY CITY STAFF AND BY THE SAN DIEGO WATERWORKS AND AS SUCH, ARE SUBJECT TO CHANGE. APPLICANT RECOGNIZES THAT APPROVAL OF THE PLAN FOR STORM WATER FACILITIES IS REQUIRED BEFORE APPROVAL OF THE CUP PERMIT. ONCE APPROVED, THE STORM WATER IMPROVEMENTS WILL BE INSTALLED OVER A 3 YEAR PERIOD, WITH THE SOUTHERLY HALF OF THE PROJECT TO BE CONSTRUCTED FIRST.

**SEWER:**

ALL LEASE SITES SHALL BE SERVED BY A SYSTEM OF PRIVATE SEWER LATERALS AS SHOWN ON SHEET 2; THESE LATERALS SHALL CONNECT TO THE EXISTING PUBLIC SYSTEM AT THE LOCATIONS SHOWN ON THE ENCLOSED UTILITIES PLAN. THE LATERALS WILL BE INSTALLED IN THREE PHASES APPROXIMATELY OVER A 3 YEAR PERIOD OF TIME. THE FIRST PHASE WILL BE LOCATED AT THE SOUTHERLY END OF THE PROJECT WITH EACH SUCCESSIVE PHASE PROCEEDING NORTHERLY UNTIL THE ENTIRE PROJECT IS PROVIDED WITH SERVICE. ALL PUBLIC AND PRIVATE SEWER FACILITIES ARE TO BE DESIGNED IN ACCORDANCE WITH THE MOST CURRENT EDITION OF THE CITY OF SAN DIEGO SEWER DESIGN GUIDE. PRIVATE SEWER FACILITIES ARE TO BE DESIGNED IN ACCORDANCE WITH THE UPC.

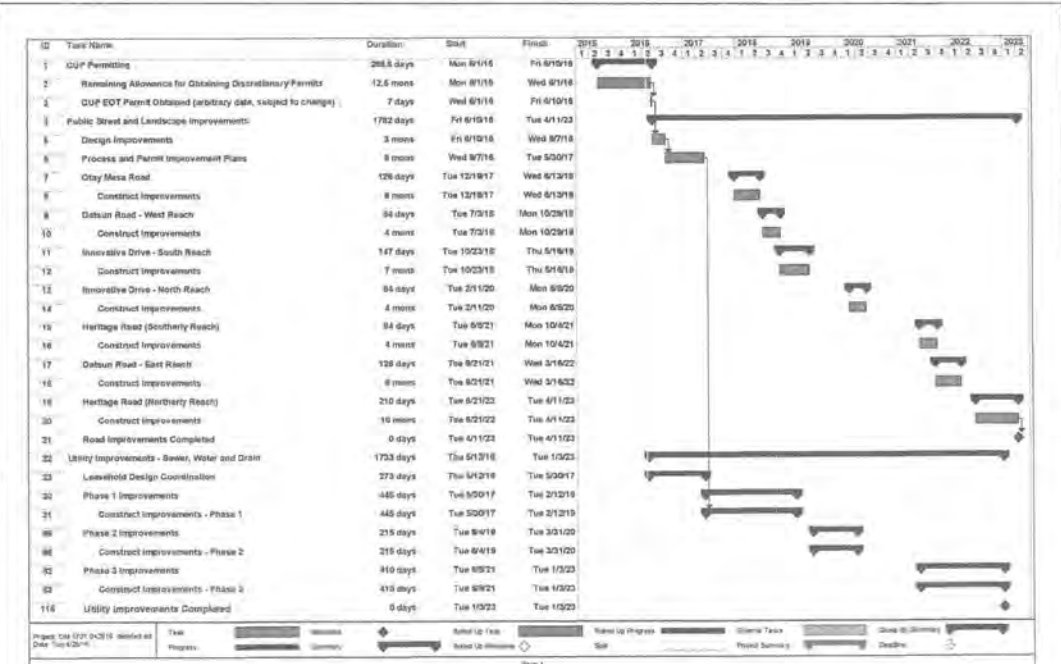
**EXISTING USE:**

AUTO DISMANTLING

**PROPOSED USE:**

THIS PROJECT PROPOSES TO RETAIN THE AUTO DISMANTLING YARDS USE ON A LONG TERM BASIS, I.E. 15 YEARS OR MORE OR UNTIL THE PROPERTY IS CONVERTED TO INDUSTRIAL DEVELOPMENT CONSISTENT WITH THE COMMUNITY PLAN.

- CONSULTANTS:**
- CIVIL ENGINEER: LEPPERT ENGINEERING CORPORATION, 3190 GOVERNOR DR., SUITE 205, SAN DIEGO, CA 92122, (619) 597-2001, (619) 597-2009
  - LANDSCAPE ARCHITECT: RICK ENGINEERING COMPANY, LANDSCAPE ARCHITECTURE DIVISION, 5620 FRANKS ROAD, SAN DIEGO, CA 92110, (619) 291-0707, (619) 908-5655
  - DRAINAGE CONSULTANT: KIMLEY-HORN AND ASSOCIATES, INC., 401 B STREET, SUITE 600, SAN DIEGO, CA 92101, (619) 234-9411, (619) 234-9433
  - BIOLOGICAL CONSULTANT: URS CORPORATION, 4228 EXECUTIVE SQUARE, SUITE 1600, LA JOLLA, CA 92037, (619) 812-9292, (619) 812-9293
  - GREENHOUSE GAS CONSULTANT: MELIX ENVIRONMENTAL PLANNING, INC., 7578 EL CAJON BOULEVARD, SUITE 200, LA MESA, CA 91941, (619) 462-1515, (619) 462-0552



**MSCP-ENVIRONMENTALLY SENSITIVE LANDS:**

A 6.10 ACRE BOUNDARY LINE CORRECTION WAS APPROVED BY U.S. FISH AND WILDLIFE SERVICE AND CALIFORNIA DEPARTMENT OF FISH AND GAME ON JUNE 9, 2004 AND IS SHOWN ON SHEET 2. A 0.12 ACRE BOUNDARY LINE CORRECTION IN THE NORTHEAST CORNER OF THE PROJECT WILL BE DONE WITH THE APPROVAL OF THIS PROJECT.

**NESTING BIRD DISCLOSURE:**

NESTING BIRDS MAY BE PRESENT ON SITE. PER CALIFORNIA REG. 15301.7F IT IS UNLAWFUL TO TAKE, POSSESS, OR NEEDLESSLY DESTROY THE NEST OR EGGS OF ANY BIRD, EXCEPT AS OTHERWISE PROVIDED BY THIS CODE OR ANY REGULATION MADE PURSUANT THERETO.

**FIRE:**

PRIOR TO THE ISSUANCE OF ANY BUILDING PERMITS, THE PERMITEE SHALL: A. PROVIDE BUILDING ADDRESS NUMBERS VISIBLE AND LEGIBLE FROM THE PUBLIC STREET FOR ALL TENANT SPACE (UPC 901.44).

B. PROVIDE BUILDING DIRECTORY SIGNS AT THE PUBLIC STREET CONNECTIONS WITH THE PRIVATE DRIVES FOR PRIVATE DRIVES SERVING MULTIPLE TENANTS. PROVIDE BUILDING ADDRESS NUMBERS VISIBLE AND LEGIBLE FROM THE PRIVATE DRIVES ADJACENT TO EACH GATE.

C. SHOW THE LOCATION OF ALL FIRE HYDRANTS ON THE PLOT PLAN TO CONFORM TO FIRE DEPARTMENT POLICY # F-85-1 (UPC 903.1).

**LIGHTING:**

ALL OUTDOOR LIGHTING FIXTURES THAT ARE USED TO ILLUMINATE THE PREMISES, ARCHITECTURAL FEATURE OR LANDSCAPE FEATURE ON PRIVATE PROPERTY SHALL BE DIRECTED, SHIELDED, OR LOCATED IN SUCH A MANNER THAT THE LIGHT SOURCE IS NOT VISIBLE OFF-SITE, TO MINIMIZE LIGHT EMISSION ABOVE THE HORIZONTAL PLANE AND SO THAT LIGHT DOES NOT FALL ONTO SURROUNDING PROPERTIES OR CREATE GLARE HAZARDS WITHIN PUBLIC RIGHT-OF-WAYS.

**OWNER/APPLICANT/SITE ADDRESS: SHEET INDEX:**

A.P.N. 845-050-29, 845-050-30, 845-050-34, 645-050-35	1 TITLE PAGE
STREET PROPERTIES	2 DETAIL SHEET
JOE STREET #2	3 STREET PHASING PLANS (PHASE I)
1328 HERITAGE ROAD	4 STREET PHASING PLANS (PHASE II)
SAN DIEGO, CA 92173	5 STREET PHASING PLANS (PHASE III)
(619) 843-0297	6 STREET PHASING PLANS (PHASE III)
	7 UTILITIES PLAN
A.P.N. 645-050-43	8 EXISTING TOPOGRAPHY EXHIBIT
STREET CONE-SO, LLC	9 SLOPE ANALYSIS EXHIBIT
	10 BIOLOGICAL RESOURCES EXHIBIT
A.P.N. 845-050-24	11 LANDSCAPE CONCEPT PLAN (L-1)
DAN PICKLER TRUST DATED 09-14-04	12 LANDSCAPE CONCEPT PLAN (L-2)
	13 LANDSCAPE CONCEPT PLAN (L-3)
A.P.N. 845-050-25	14 LANDSCAPE ORDINANCE PLAN AND LANDSCAPE NOTES (L-4)
MARY B ELIZABETH WILSON FAMILY TRUST	15 MASTER PLANT LEGEND, NOTES AND TYPICAL SECTIONS (L-5)
DATED 11-01-07 AND WILSON SMITH-OFF, INC.	16 BRUSH MANAGEMENT PLAN (L-6)

**COMPLIANCE NOTES:**

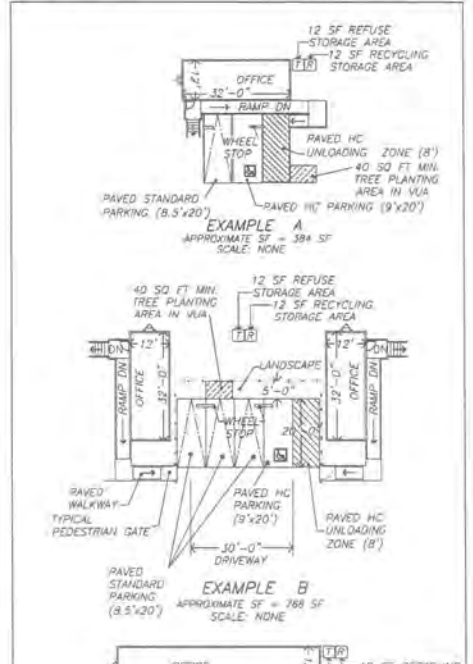
- THE PROJECT WILL COMPLY WITH SDMC SECTION 141.1008 (a) THROUGH (I)
- THE PROJECT WILL COMPLY WITH SDMC SECTION 1517.0308 (a) (1) AND GET AN OMOU PERMIT.
- THE PROJECT WILL COMPLY WITH SDMC SECTION 1517.0401 (a) AND (b). FENCE REGULATIONS, UNLESS OTHERWISE NOTED UNDER DEVIATIONS.
- THE PROJECT WILL COMPLY WITH SDMC SECTION 1517.0402 (a) (1), LANDSCAPING ALONG INNOVATIVE DRIVE AND OTAY MESA ROAD AND SDMC SECTION 1517.0402 (d) THROUGH (g).

**DEVIATIONS REQUESTED:**

- 1. LANDSCAPING REGULATIONS:  
A DEVIATION IS REQUESTED FOR SDMC SECTION 1517.0402 (b)(1) TO LANDSCAPE 100% OF THE SETBACK ON HERITAGE ROAD AND DATSUN STREET. THE DEVIATION IS REQUESTED BECAUSE THE APPLICANT WILL ACHIEVE THE SAME SCREENING EFFECT WITH AN 8" HIGH VINYL COATED CHAIN LINK FENCE WITH 90% SHADE CLOTH AND 5' OF LANDSCAPING SATISFACTORY TO CITY STAFF.
- 2. A DEVIATION IS REQUESTED FOR SDMC SECTION 1517.0402 (b)(2).
- 3. A DEVIATION IS REQUESTED FOR SDMC SECTION 1517.0402 (c).

**PAVING:**

IF NOT ALREADY EXISTING, ALL ON-SITE PARKING SPACES AND DRIVEWAYS AND DRIVE AISLES LEADING TO THESE OFF STREET PARKING SPACES, SHALL BE PAVED WITH A MINIMUM OF ASPHALT PAVEMENT 3 INCHES IN DEPTH OR ITS EQUIVALENT, SATISFACTORY TO THE CITY ENGINEER.



**EXISTING WATER METERS:**

- 1346 OTAY VALLEY ROAD
- 1550 HERITAGE ROAD
- 1598 HERITAGE ROAD
- 5484 OTAY MESA ROAD

**QUANTITY OF FILL FOR DIRT BERM BY THE SCREENING WALLS:**

- PHASE I OTAY MESA ROAD: 2,145 CY ±
- PHASE I INNOVATIVE DRIVE: 1,905 CY ±
- PHASE II INNOVATIVE DRIVE: 2,025 CY ±

**DEPTH OF UTILITY TRENCHES:**

- APPROX. DEPTH OF TRENCHES FOR WATER PIPES: 4-5 FEET
- APPROX. DEPTH OF TRENCHES FOR SEWER PIPES: 5-23 FEET

**HEIGHT OF BUILDINGS:**

THE MAXIMUM HEIGHT OF ANY EXISTING OR PROPOSED STRUCTURES WILL BE 30 FEET.

A PART 77 APPLICATION WAS FILED WITH THE FAA FOR PROPOSED 30' TALL STREET LIGHTS ALONG HERITAGE ROAD. ALL PROPOSED STREET LIGHTS REQUIRED A DETERMINATION OF NO HAZARD TO AIR NAVIGATION.

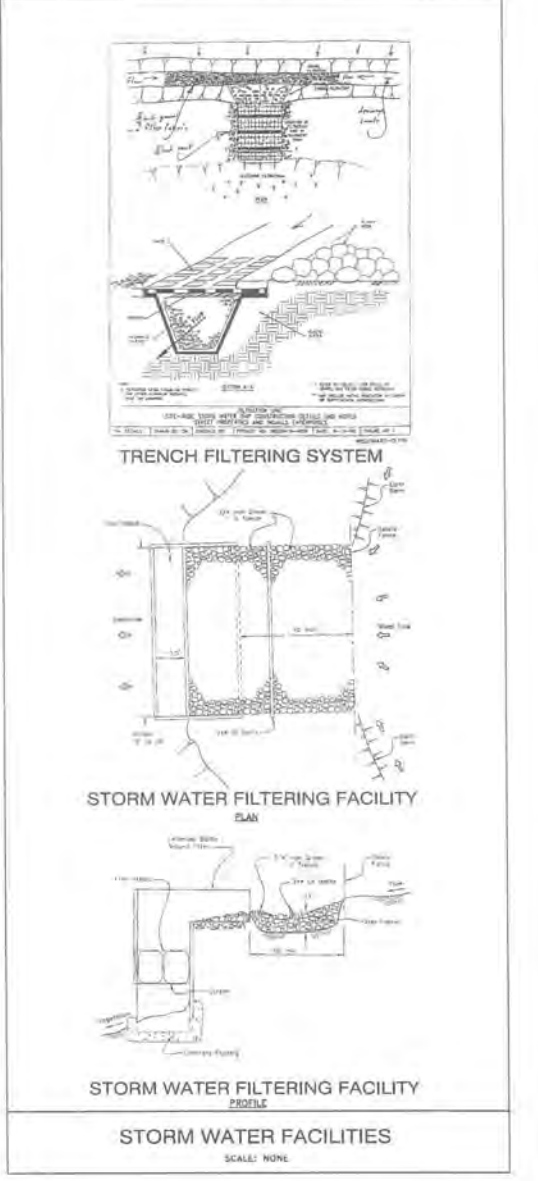
	PHASE I	PHASE II	PHASE III	TOTAL
ESTIMATED SQUARE FOOTAGE OF OFFICE SPACE	14,000 SF	10,800 SF	12,000 SF	36,800 SF

NOTE: THE QUANTITIES SHOWN ABOVE ARE ESTIMATED AT 400 SF EACH FOR 92 LEASEHOLDS, AND MAY INCREASE OR DECREASE IN THE FUTURE BASED ON THE NUMBER OF ACTIVE LEASES AND THE ACTUAL SQUARE FOOTAGE OF THE OFFICE SPACE USED ON EACH LEASEHOLD. REGARDLESS OF THE NUMBER OF LEASES, THE REQUIREMENT WILL REMAIN THAT ON-SITE PARKING SHALL BE PROVIDED AT A RATE OF 5 PARKING SPACES/1,000 SF OF OFFICE SPACE. THERE WILL BE A MINIMUM OF 3 SPACES PER ACRE PROVIDED ON-SITE FOR THE TOTAL PROJECT.

**PARKING SUMMARY TABLE:**

	PHASE I	PHASE II	PHASE III	TOTAL	
ON-SITE PROPOSED STANDARD PARKING SPACES	35	27	30	0	426
ON-SITE PROPOSED HC PARKING SPACES	35	27	30	0	92

NOTE: IN ADDITION, THERE ARE 280 ON-STREET PUBLIC PERPENDICULAR PARKING SPACES ALONG HERITAGE ROAD, OTAY VALLEY ROAD, AND THE PUBLIC PORTION OF DATSUN STREET, AS SHOWN ON THESE DRAWINGS.



Prepared By: LEPPERT ENGINEERING CORP.

Name: CIVIL ENGINEER

Address: 3190 GOVERNOR DR., SUITE 205, SAN DIEGO, CA 92122-2848

Phone #: (858) 597-2001

Fax #: (858) 597-2009

Project Address: 1328 HERITAGE ROAD, SAN DIEGO, CA 92173

Project Name: STREET PROPERTIES, INC.

OTAY MESA AUTO DISMANTLING

Sheet Title: SITE DEVELOPMENT PERMIT/ CONDITIONAL USE PERMIT

TITLE PAGE

Revision 15:	04-26-16
Revision 14:	10-22-15
Revision 13:	09-24-15
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Revision 6:	07-27-09
Revision 5:	09-03-08
Revision 4:	04-14-08
Revision 3:	11-29-06
Revision 2:	03-31-03
Revision 1:	06-24-02

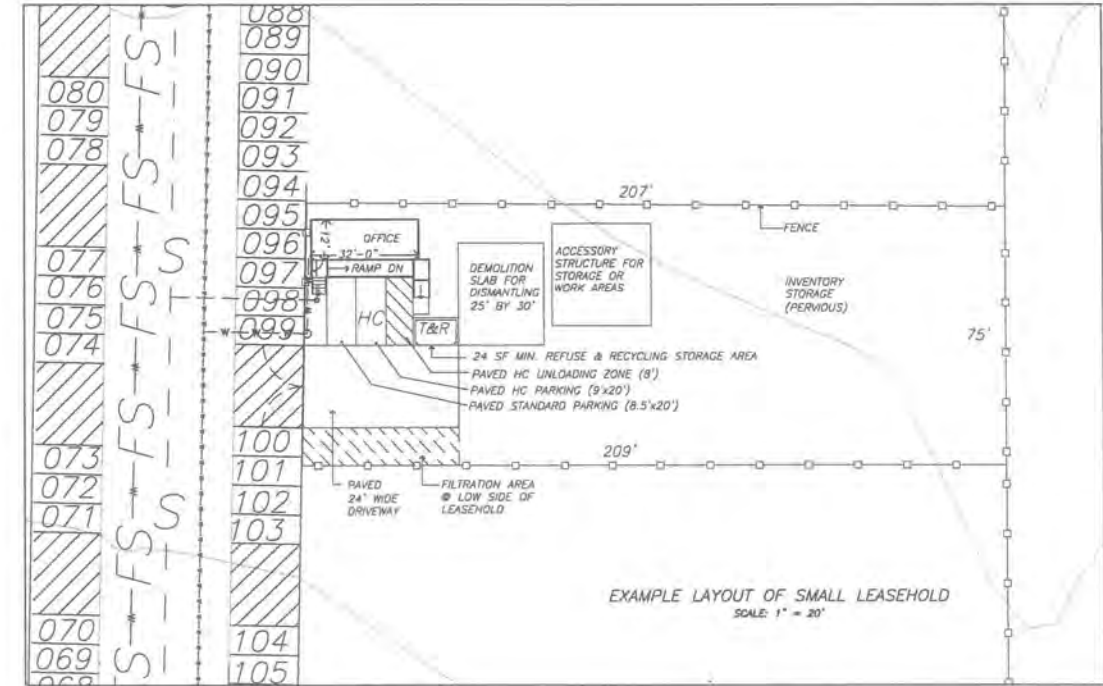
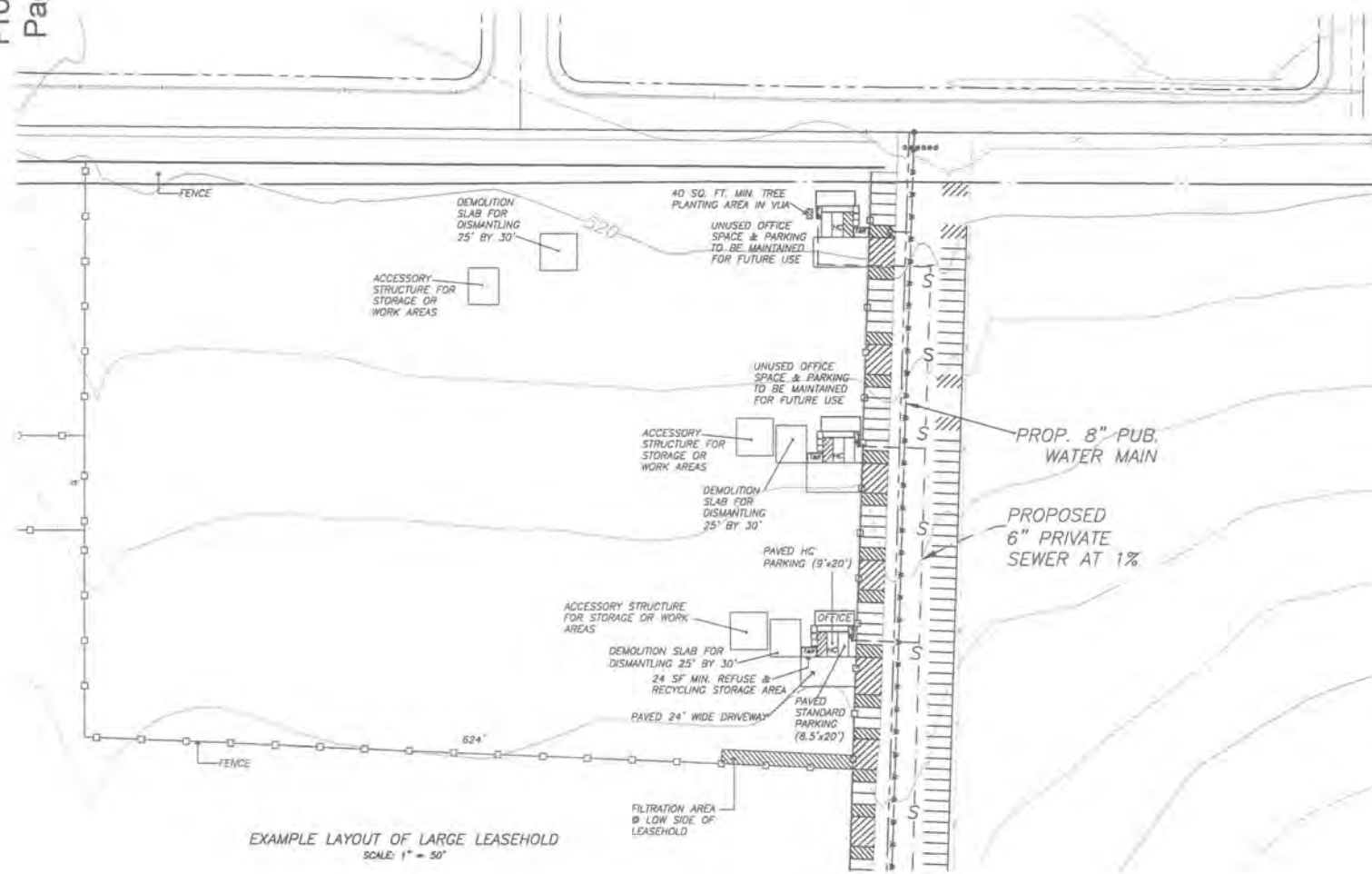
Original Date: 04-12-01

Sheet 7 of 16

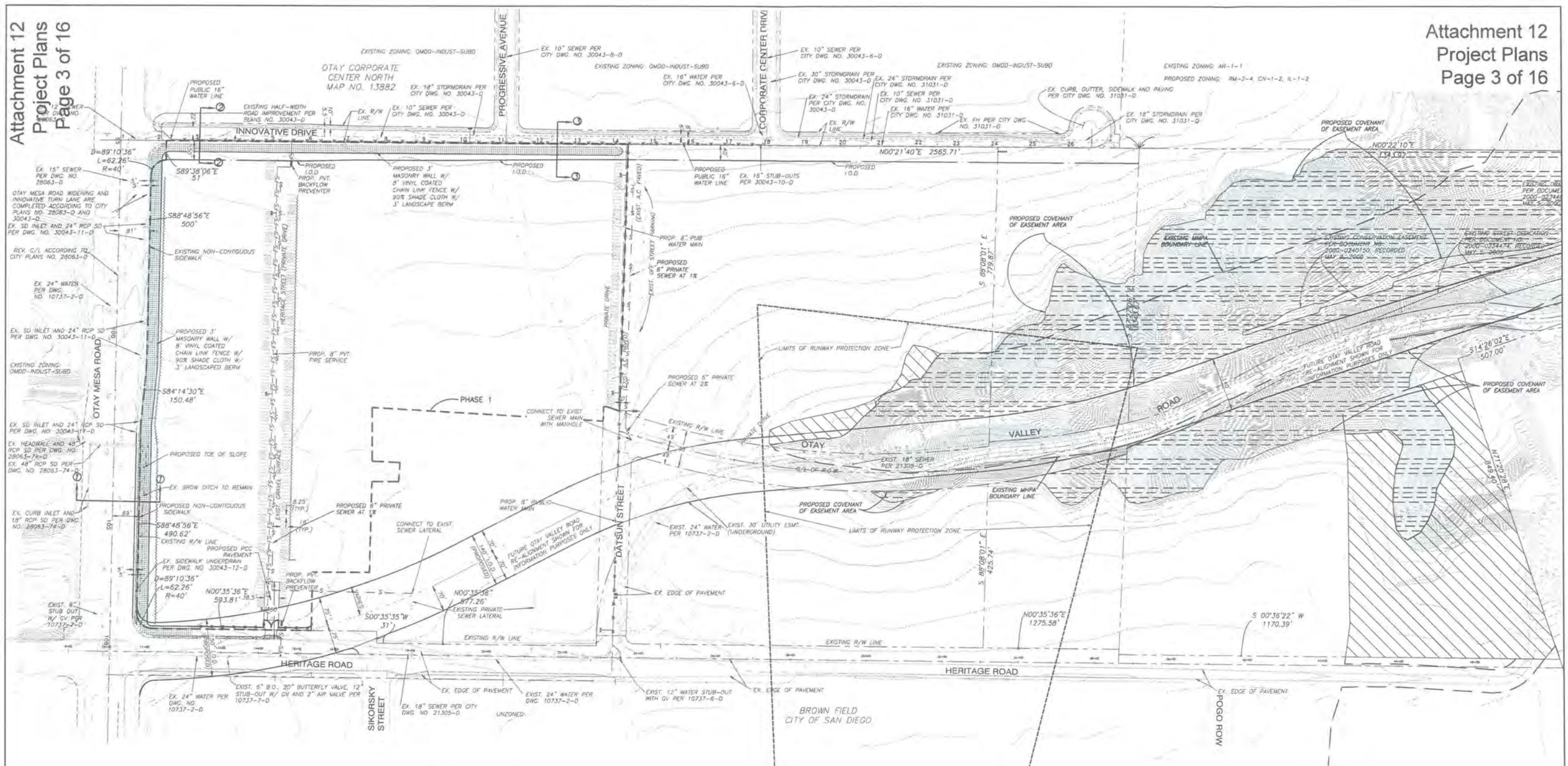
DEP# (CUP) 93-0633

# OTAY MESA AUTO DISMANTLING

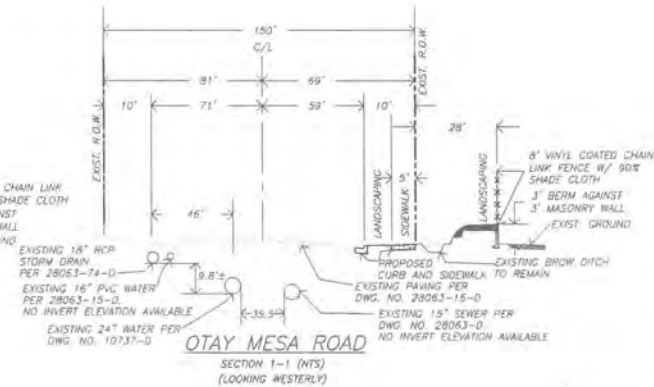
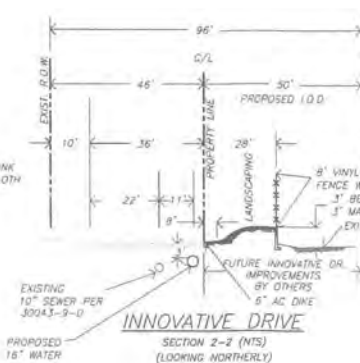
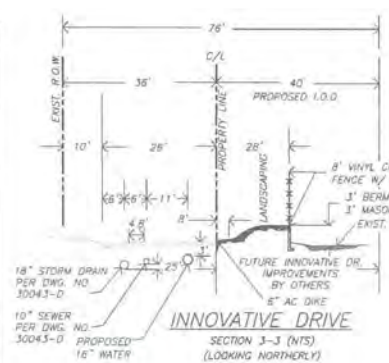
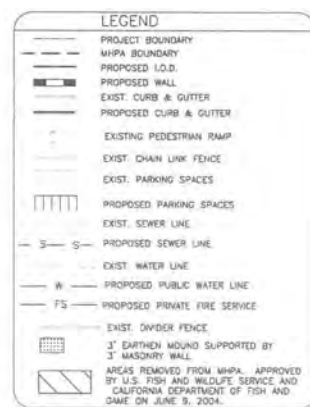
CONDITIONAL USE PERMIT / SITE DEVELOPMENT PERMIT



Prepared By:	LEPPERT ENGINEERING CORP.	Revision 15:	12-17-15
Name:	CIVIL ENGINEER	Revision 14:	10-22-15
Address:	5190 GOVERNOR DR., SUITE 205 SAN DIEGO, CA 92122-2848	Revision 13:	09-24-15
Phone #:	(858) 597-2001	Revision 12:	02-05-15
Fax #:	(858) 597-2009	Revision 11:	09-27-13
		Revision 10:	04-29-13
		Revision 9:	01-28-11
		Revision 8:	08-19-10
Project Address:	1328 HERITAGE ROAD	Revision 7:	11-09-09
	SAN DIEGO, CA 92173	Revision 6:	07-27-09
		Revision 5:	09-03-08
		Revision 4:	04-14-08
		Revision 3:	11-29-06
		Revision 2:	03-31-03
		Revision 1:	06-24-02
Project Name:	STREET PROPERTIES, INC.		
	OTAY MESA AUTO DISMANTLING	Original Date:	04-12-01
Sheet Title:	SITE DEVELOPMENT PERMIT	Sheet	2 of 16
	CONDITIONAL USE PERMIT		
	DETAIL SHEET	DEP#	(CUP) 93-0833



NOTE: THE CONFIGURATION OF THE CONNECTION OF THE PROPOSED FIRE SERVICE (PHASE 1) AND THE PROPOSED 8" PUBLIC WATER MAIN (PHASE 2) TO THE EXISTING 24" WATER MAIN IN HERITAGE ROAD MIGHT CHANGE DURING FINAL ENGINEERING BASED ON INPUT FROM WATER OPERATIONS.

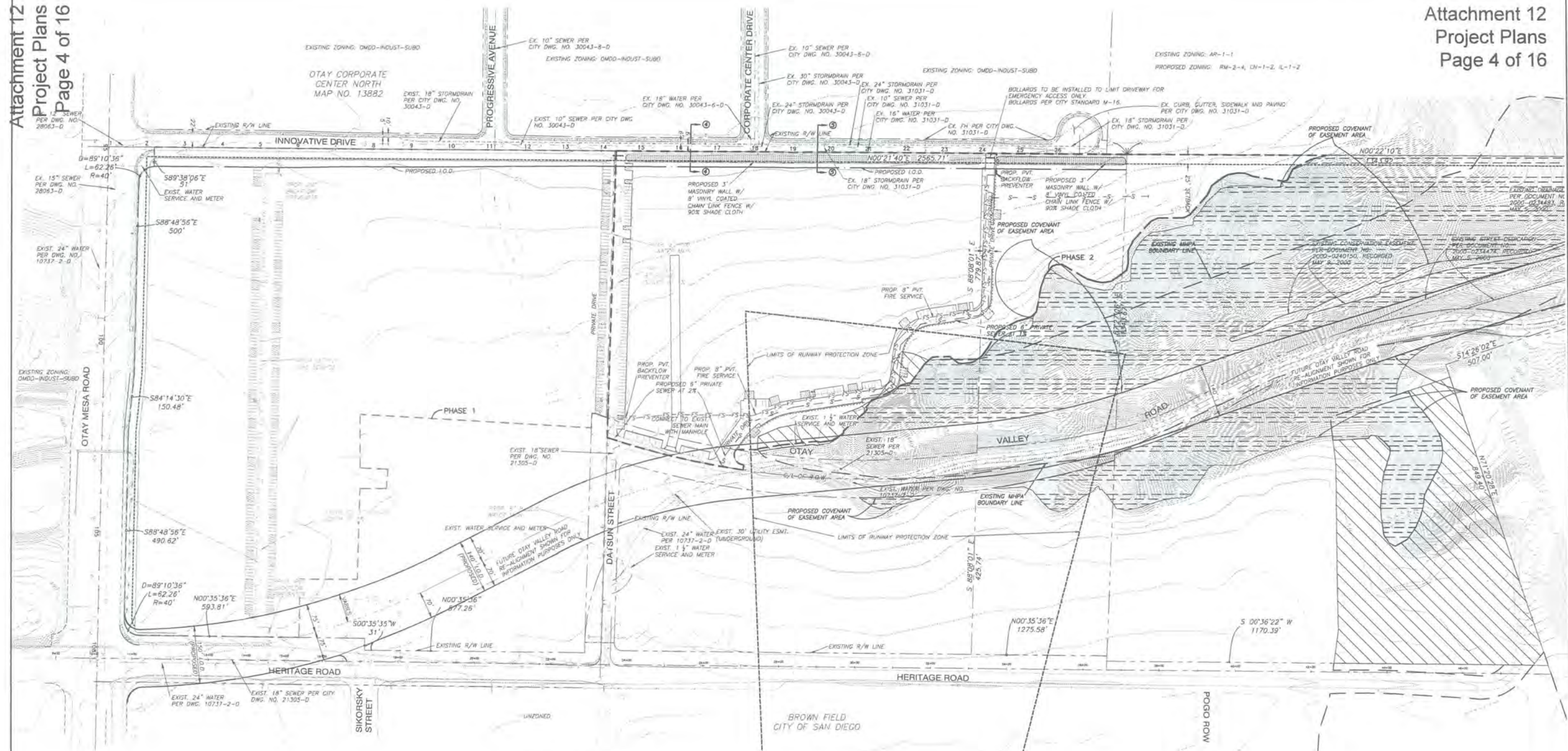


SITE PLAN

SCALE: 1" = 100'

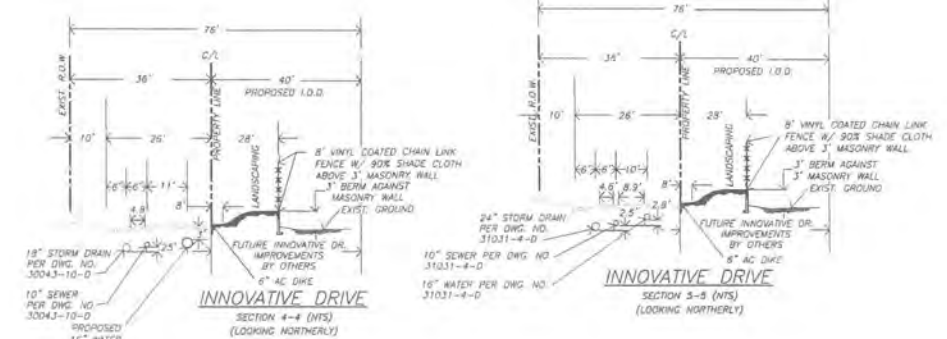


Prepared By:	LEPPERT ENGINEERING CORP.	Revision 14:	
Name:	CIVIL ENGINEER	Revision 13:	
Address:	5190 GOVERNOR DR., SUITE 205 SAN DIEGO, CA 92122-2848	Revision 12:	
Phone #:	(858) 597-2001	Revision 11:	02-06-15
Fax #:	(858) 597-2009	Revision 10:	09-27-13
		Revision 9:	04-29-13
		Revision 8:	01-28-11
		Revision 7:	08-19-10
		Revision 6:	11-09-09
		Revision 5:	07-27-09
		Revision 4:	04-14-08
		Revision 3:	11-29-06
		Revision 2:	03-31-03
		Revision 1:	06-24-02
Project Address:	1328 HERITAGE ROAD SAN DIEGO, CA 92173	Original Date:	04-12-01
Project Name:	STREET PROPERTIES, INC. OTAY MESA AUTO DISMANTLING	Sheet:	3 of 16
Sheet Title:	SITE DEVELOPMENT PERMIT/ CONDITIONAL USE PERMIT SITE PLAN: PHASE I	DEP#	(CUP) 93-0633



NOTE: THE CONFIGURATION OF THE CONNECTION OF THE PROPOSED FIRE SERVICE (PHASE 1) AND THE PROPOSED 8" PUBLIC WATER MAIN (PHASE 2) TO THE EXISTING 24" WATER MAIN IN HERITAGE ROAD MIGHT CHANGE DURING FINAL ENGINEERING BASED ON INPUT FROM WATER OPERATIONS.

LEGEND	
	PROJECT BOUNDARY
	MHPA BOUNDARY
	I.O.D.
	PROPOSED WALL
	EXIST. CURB & GUTTER
	PROPOSED CURB & GUTTER
	EXISTING PEDESTRIAN RAMP
	EXIST. CHAIN LINK FENCE
	EXIST. PARKING SPACES
	PROPOSED PARKING SPACES
	EXIST. SEWER LINE
	PROPOSED SEWER LINE
	EXISTING WATER LINE
	PROPOSED WATER LINE
	EXIST. PRIVATE FIRE SERVICE
	PROPOSED PRIVATE FIRE SERVICE
	NEW CONCRETE PAVEMENT
	3' EARTHEN MOUND SUPPORTED BY 3' MASONRY WALL
	PROPOSED COMMERCIAL DRIVEWAY
	AREAS REMOVED FROM MHPA, APPROVED BY U.S. FISH AND WILDLIFE SERVICE AND CALIFORNIA DEPARTMENT OF FISH AND GAME ON JUNE 9, 2004.



Prepared By:  
Name: **LEPPERT ENGINEERING CORP.**  
Address: **5190 GOVERNOR DR., SUITE 205**  
SAN DIEGO, CA 92122-2848  
Phone #: **(858) 597-2001**  
Fax #: **(858) 597-2009**

Project Address:  
**1328 HERITAGE ROAD**  
SAN DIEGO, CA 92173

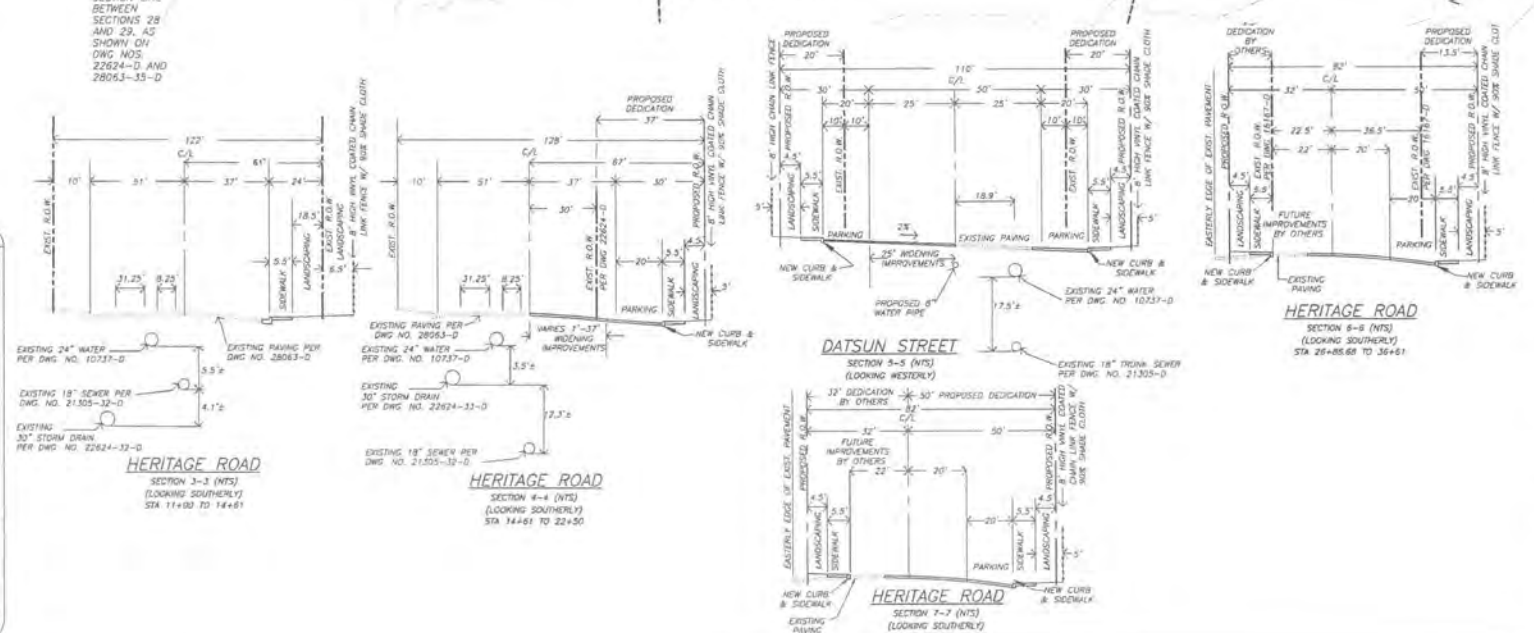
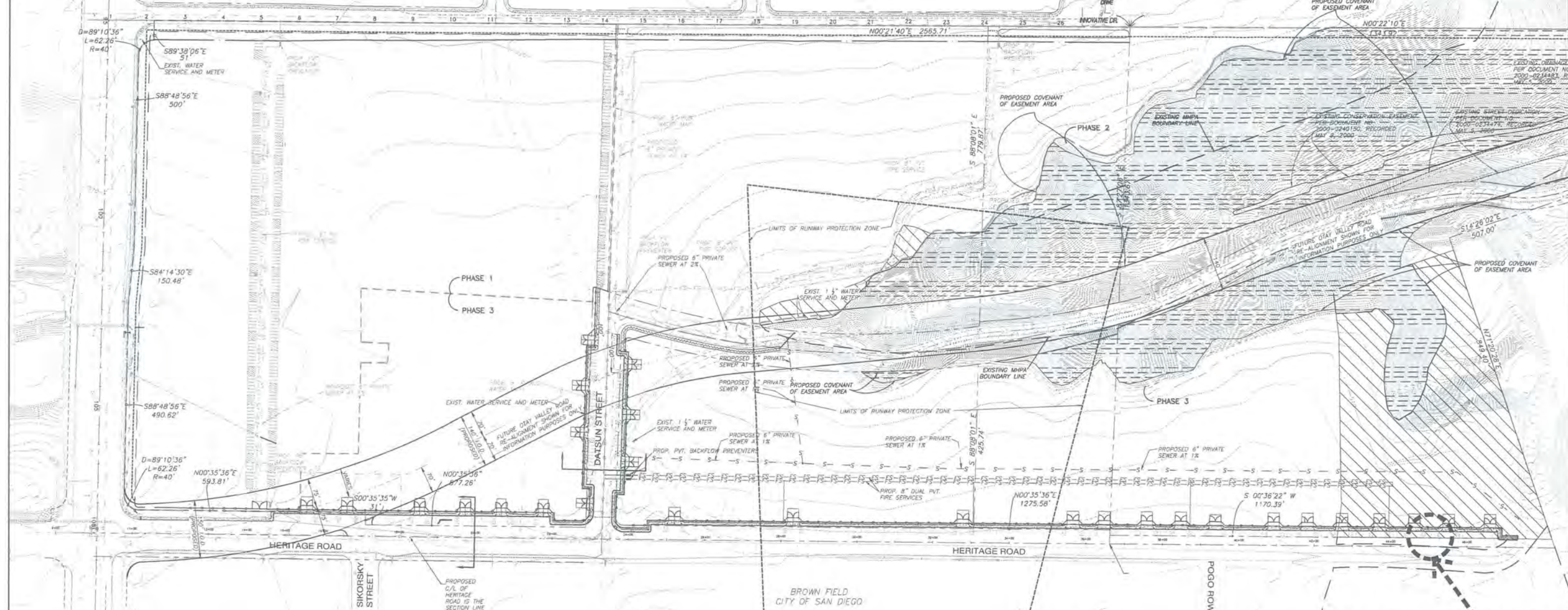
Project Name:  
**STREET PROPERTIES, INC.**  
**OTAY MESA AUTO DISMANTLING**

Sheet Title:  
**SITE DEVELOPMENT PERMIT/  
CONDITIONAL USE PERMIT  
SITE PLAN: PHASE II**

Revision 14:	
Revision 13:	
Revision 12:	
Revision 11:	02-06-15
Revision 10:	09-27-13
Revision 9:	04-29-13
Revision 8:	01-28-11
Revision 7:	08-19-10
Revision 6:	11-09-09
Revision 5:	07-27-09
Revision 4:	04-14-08
Revision 3:	11-29-06
Revision 2:	03-31-03
Revision 1:	08-24-02

Original Date: 04-12-01  
Sheet 4 of 16  
DEP# (CUP) 93-0633





SEE DETAIL 90° PARKING  
ON PUBLIC STREETS  
SHEET 6 TOP RIGHT

**LEGEND**

- PROJECT BOUNDARY
- MHPA BOUNDARY
- PROPOSED WALL
- EXIST. CURB & GUTTER
- PROPOSED CURB & GUTTER
- EXISTING PEDESTRIAN RAMP
- PROPOSED CITY STANDARD PEDESTRIAN RAMP WITH TRUNCATED SIDES
- EXIST. CHAIN LINK FENCE
- EXIST. PARKING SPACES
- PROPOSED PARKING SPACES
- EXIST. SEWER LINE
- PROPOSED SEWER LINE
- EXIST. WATER LINE
- PROPOSED PUBLIC WATER
- PROPOSED PRIVATE FIRE SERVICE
- PROPOSED CHAIN LINK FENCE WITH 90% SHADE CLOTH
- NEW CONCRETE PAVEMENT
- 1" EARTHEN MOUND SUPPORTED BY 3" MASONRY WALL
- PROPOSED COMMERCIAL DRIVEWAY
- PROPOSED CHAIN LINK GATE WITH 90% SHADE CLOTH
- AREAS REMOVED FROM MHPA. APPROVED BY U.S. FISH AND WILDLIFE SERVICE AND CALIFORNIA DEPARTMENT OF FISH AND GAME ON JUNE 5, 2004.

Prepared By:  
Name: **LEPERT ENGINEERING CORP.**  
Address: **5190 GOVERNOR DR., SUITE 205  
SAN DIEGO, CA 92122-2848**  
Phone #: **(858) 597-2001**  
Fax #: **(858) 597-2009**

Project Address:  
**1328 HERITAGE ROAD  
SAN DIEGO, CA 92173**

Project Name:  
**STREET PROPERTIES, INC.  
OTAY MESA AUTO DISMANTLING**

Sheet Title:  
**SITE DEVELOPMENT PERMIT/  
CONDITIONAL USE PERMIT  
SITE PLAN: PHASE III**

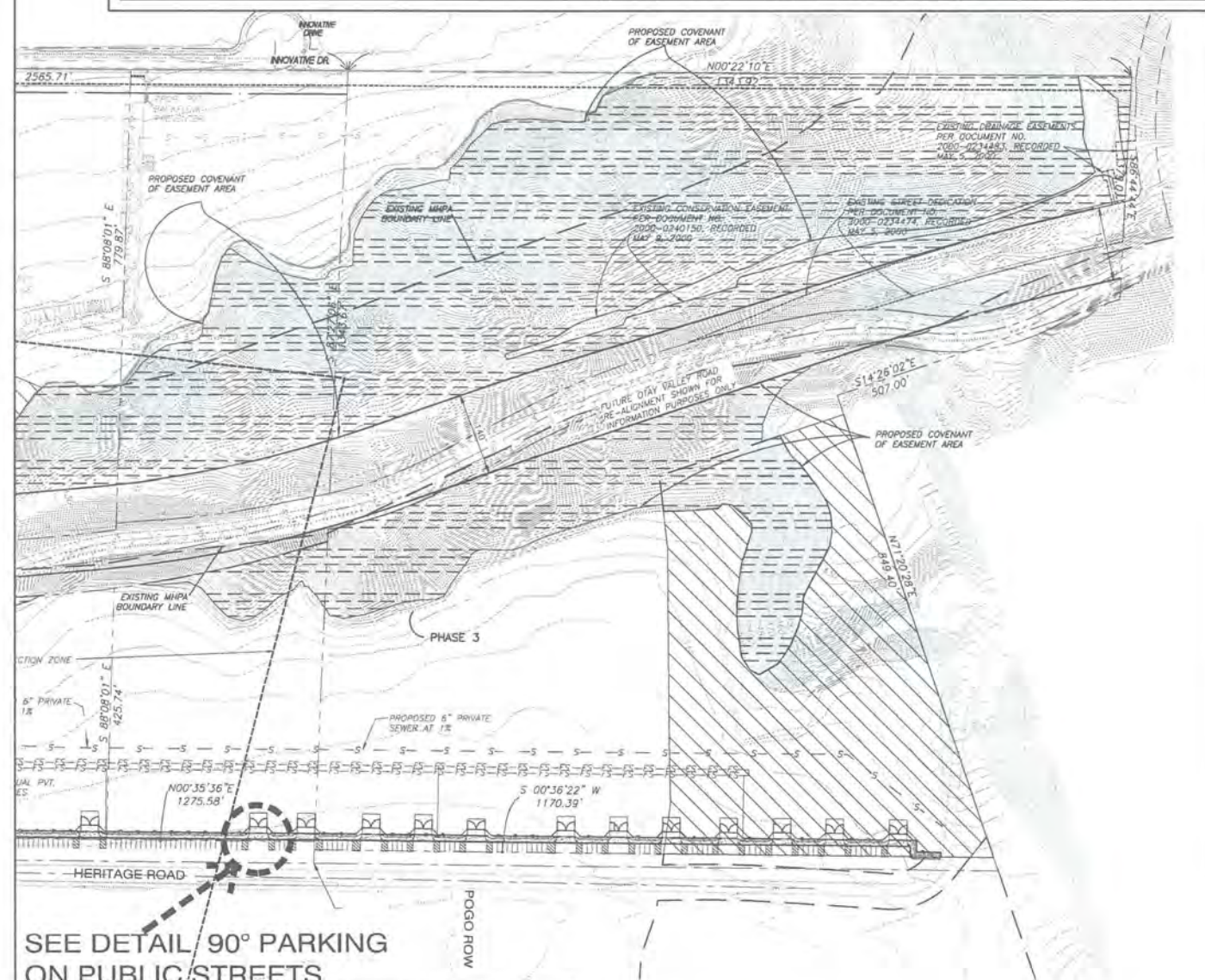
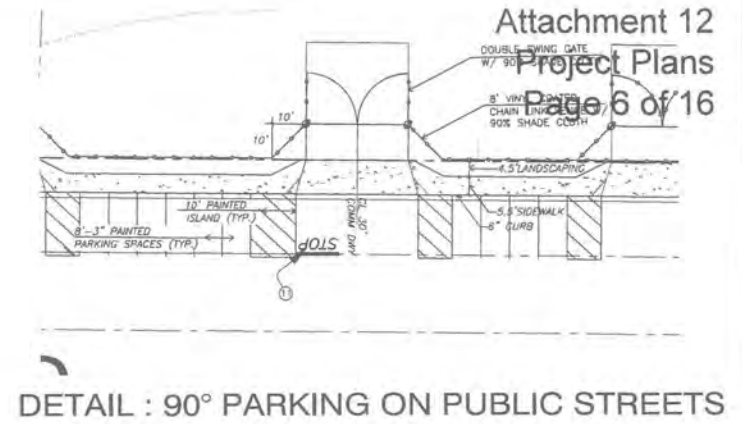
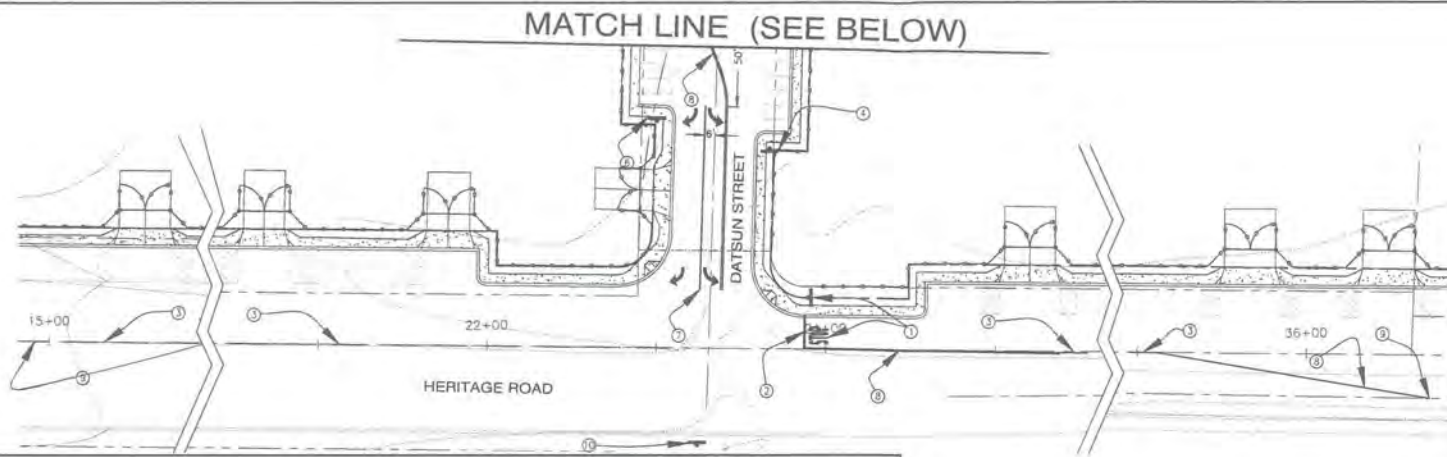
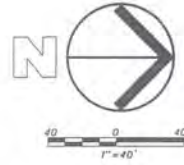
Revision 14:	
Revision 13:	
Revision 12:	09-24-15
Revision 11:	02-06-15
Revision 10:	09-27-13
Revision 9:	04-29-13
Revision 8:	01-28-11
Revision 7:	08-19-11
Revision 6:	11-09-09
Revision 5:	07-27-09
Revision 4:	04-14-08
Revision 3:	11-29-06
Revision 2:	03-31-03
Revision 1:	06-24-02

Original Date: **04-12-01**

Sheet **5** of **16**

DEP# **(CUP) 93-0633**

CONCEPTUAL STRIPING PLAN

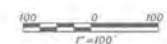


SEE DETAIL 90° PARKING ON PUBLIC STREETS ABOVE RIGHT



SITE PLAN

SCALE: 1" = 100'



**LEGEND**

	PROJECT BOUNDARY
	L.O.D.
	EXIST. CURB & GUTTER
	PROPOSED CURB & GUTTER
	EXIST. CHAIN LINK FENCE
	EXIST. PARKING SPACES
	PROPOSED PARKING SPACES
	EXIST. SEWER LINE
	PROPOSED SEWER LINE
	EXIST. WATER LINE
	PROPOSED PRIVATE FIRE SERVICE
	NEW CONCRETE PAVEMENT
	PROPOSED COMMERCIAL DRIVEWAY
	PROPOSED CHAIN LINK FENCE WITH BOX SHADE CLOTH
	PROPOSED CHAIN LINK GATE WITH BOX SHADE CLOTH
	AREAS REMOVED FROM MHPA, APPROVED BY U.S. FISH AND WILDLIFE SERVICE AND CALIFORNIA DEPARTMENT OF FISH AND GAME ON JUNE 9, 2004

SITE PLAN

CONSTRUCTION NOTES:

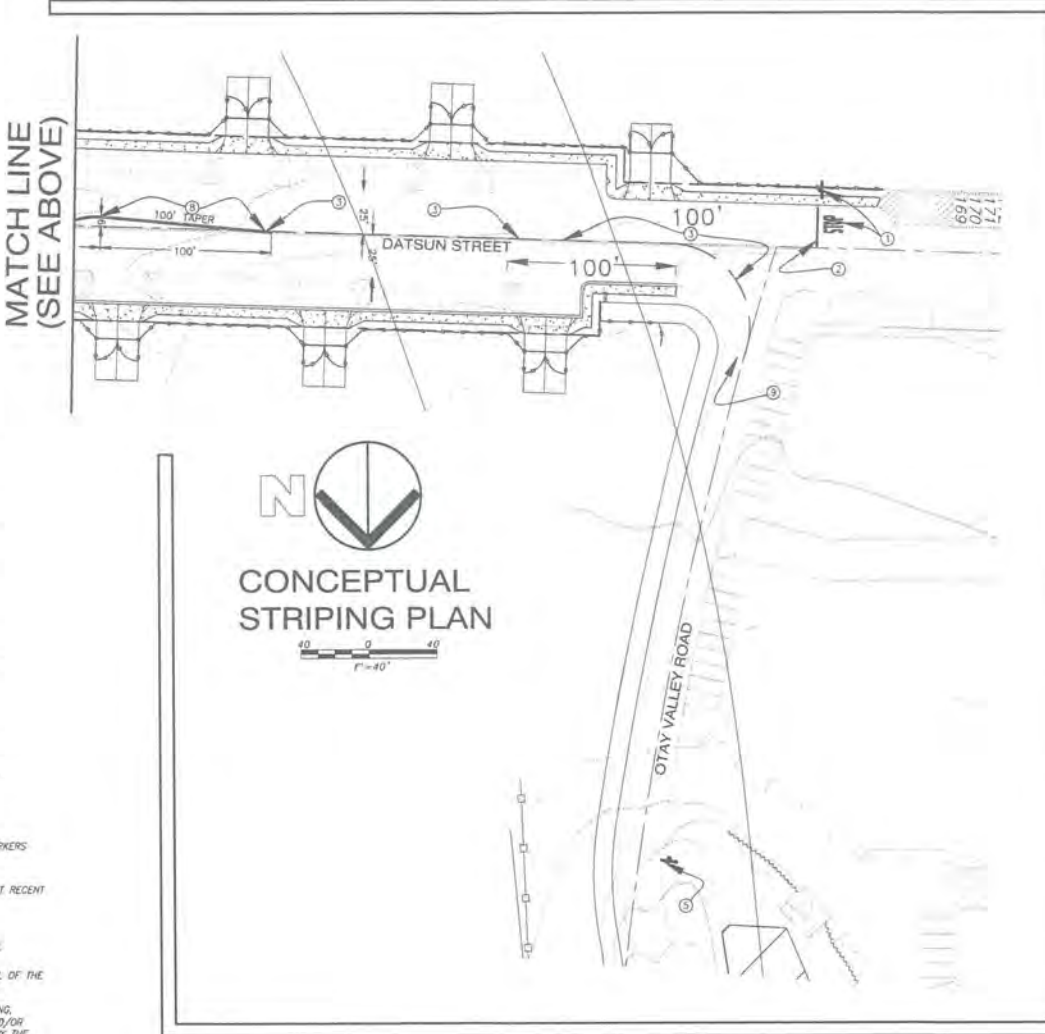
1. INSTALL STOP SIGN (R1) AND "STOP" MARKING PER CALIFORNIA MUTCD FIG. 2A-2(CA) & CALTRANS STD. PLAN NO. A240, 752.
2. INSTALL 12" SOLID STOP BAR PER CALTRANS DETAIL STD. PLAN NO. A24E.
3. INSTALL 4" YELLOW LINE PER DETAIL 1 CALTRANS STD. PLAN NO. A20A.
4. INSTALL SIGN W3 (R1) PER CITY OF SAN DIEGO STD. DNG. M-45.
5. INSTALL SIGN W3 (L1) PER CITY OF SAN DIEGO STD. DNG. M-45.
6. INSTALL SIGN W7 (L1) PER CITY OF SAN DIEGO STD. DNG. M-45.
7. INSTALL SIGN W7 (L1) PER CITY OF SAN DIEGO STD. DNG. M-45.
8. INSTALL 3" WHITE LINE PER CALTRANS DETAIL 35A STD. PLAN NO. A20D.
9. INSTALL DOUBLE YELLOW LINE PER CALTRANS DETAIL 21 STD. PLAN NO. A20A.
10. MATCH EXISTING STRIPING.
11. INSTALL SIGN W56 PER CITY OF SAN DIEGO STD. DNG. M-45.
12. INSTALL "STOP" MARKING AND STOP BAR PER CALTRANS STD. PLAN NO. A240 & A24E.

GENERAL NOTES:

1. INSTALLATION OF ALL STRIPING, SIGNS AND PAVEMENT MARKERS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
2. ALL SIGNING AND STRIPING SHALL CONFORM TO THE MOST RECENT EDITION OF THE FOLLOWING MANUALS:  
CALTRANS TRAFFIC MANUAL  
CALTRANS STANDARD SPECIFICATIONS  
CITY OF SAN DIEGO REGIONAL STANDARD DRAWINGS
3. ALL SIGNING AND STRIPING IS SUBJECT TO THE APPROVAL OF THE CITY ENGINEER PRIOR TO INSTALLATION AND/OR REMOVAL.
4. THE CONTRACTOR SHALL REMOVE ALL CONFLICTING STRIPING, PAVEMENT MARKINGS AND LEGENDS BY SANDBLASTING AND/OR GRINDING. ANY DEBRIS SHALL BE PROMPTLY REMOVED BY THE CONTRACTOR.
5. SIGNS POST SHALL BE INSTALLED WITH SQUARE PERFORATED STEEL TUBING WITH BREAKAWAY BASE PER CITY OF SAN DIEGO STANDARD DRAWINGS, DRAWING NUMBER M-45.
6. ALL RAISED MEDIAN NOSES SHALL BE PAINTED YELLOW.
7. ANY DEVIATION FROM THE STRIPING AND SIGNING PLAN SHALL BE APPROVED BY THE ENGINEER OF WORK AND THE CITY ENGINEER PRIOR TO ANY CHANGES IN THE FIELD.
8. ALL SIGNS SHOWN ON THE STRIPING AND SIGNING PLAN SHALL BE NEW SIGNS PROVIDED AND INSTALLED BY THE CONTRACTOR, EXCEPT FOR EXISTING SIGNS SPECIFICALLY INDICATED TO BE RELOCATED OR TO REMAIN.
9. STRIPED CROSSWALKS SHALL HAVE AN INSIDE DIMENSION OF 10 FEET UNLESS INDICATED OTHERWISE.
10. ALL LIMIT LINES/STOP LINES, CROSSWALK LINES, PAVEMENT LEGENDS, AND ARROWS (EXCEPT WITHIN BIKE LANES) SHALL BE THERMOPLASTIC.
11. CONTRACTOR SHALL NOTIFY CITY TRAFFIC ENGINEER AT (619) 448-5283 A MINIMUM OF FIVE (5) WORKING DAYS PRIOR TO AND UPON COMPLETION OF STRIPING AND SIGNING.
12. ALL SIGNS SHALL BE STANDARD SIZES UNLESS OTHERWISE NOTED.
13. INSTALLATION AND MAINTENANCE OF ALL PRIVATE STRIPING AND PAVEMENT MARKINGS FOR PERPENDICULAR PARKING SPACES WITHIN THE PUBLIC RIGHT OF WAY SHALL BE BY AN ENCROACHMENT REMOVAL AND MAINTENANCE AGREEMENT, TO THE SATISFACTION OF THE CITY ENGINEER.

LEGEND:

- SIGN (SINGLE POST) --- T
- CONSTRUCTION NOTE CALLOUT --- ①
- BREAK IN VIEW --- >>>



CONCEPTUAL STRIPING PLAN

SCALE: 1" = 40'

Prepared By: LEPPERT ENGINEERING CORP.

Name: CIVIL ENGINEER

Address: 5190 GOVERNOR DR., SUITE 205  
SAN DIEGO, CA 92122-2848

Phone #: (658) 597-2001

Fax #: (658) 597-2009

Project Address: 1328 HERITAGE ROAD  
SAN DIEGO, CA 92173

Project Name: STREET PROPERTIES, INC.  
OTAY MESA AUTO DISMANTLING

Sheet Title: SITE DEVELOPMENT PERMIT/  
CONDITIONAL USE PERMIT

Revision 14: 09-24-15

Revision 13: 02-06-15

Revision 12: 11-20-13

Revision 11: 09-27-13

Revision 10: 04-29-13

Revision 9: 01-28-11

Revision 8: 08-19-10

Revision 7: 11-09-09

Revision 6: 07-27-09

Revision 5: 04-14-08

Revision 4: 11-29-08

Revision 3: 03-31-03

Revision 2: 06-24-02

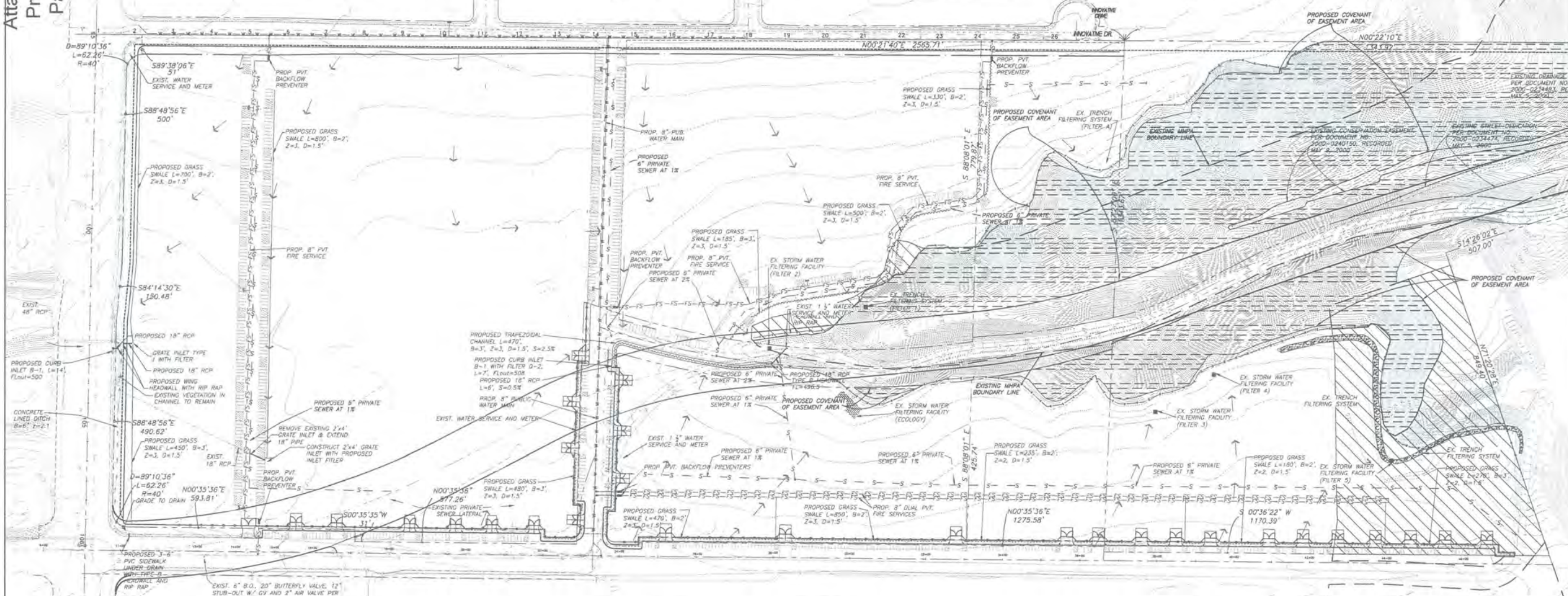
Revision 1: 04-12-01

Original Date: 04-12-01

Sheet 6 of 16

SITE PLAN: PHASE III-CONCEPTUAL STRIPING PLAN DEP# (CUP) 93-0633

OTAY CORPORATE  
CENTER NORTH  
MAP NO. 13882

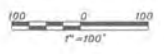


BROWN FIELD  
CITY OF SAN DIEGO

NOTE: THE CONFIGURATION OF THE CONNECTION OF THE PROPOSED FIRE SERVICE AND THE PROPOSED 8" PUBLIC WATER MAIN TO THE EXISTING 24" WATER MAIN IN HERITAGE ROAD MIGHT CHANGE DURING FINAL ENGINEERING BASED ON INPUT FROM WATER OPERATIONS.

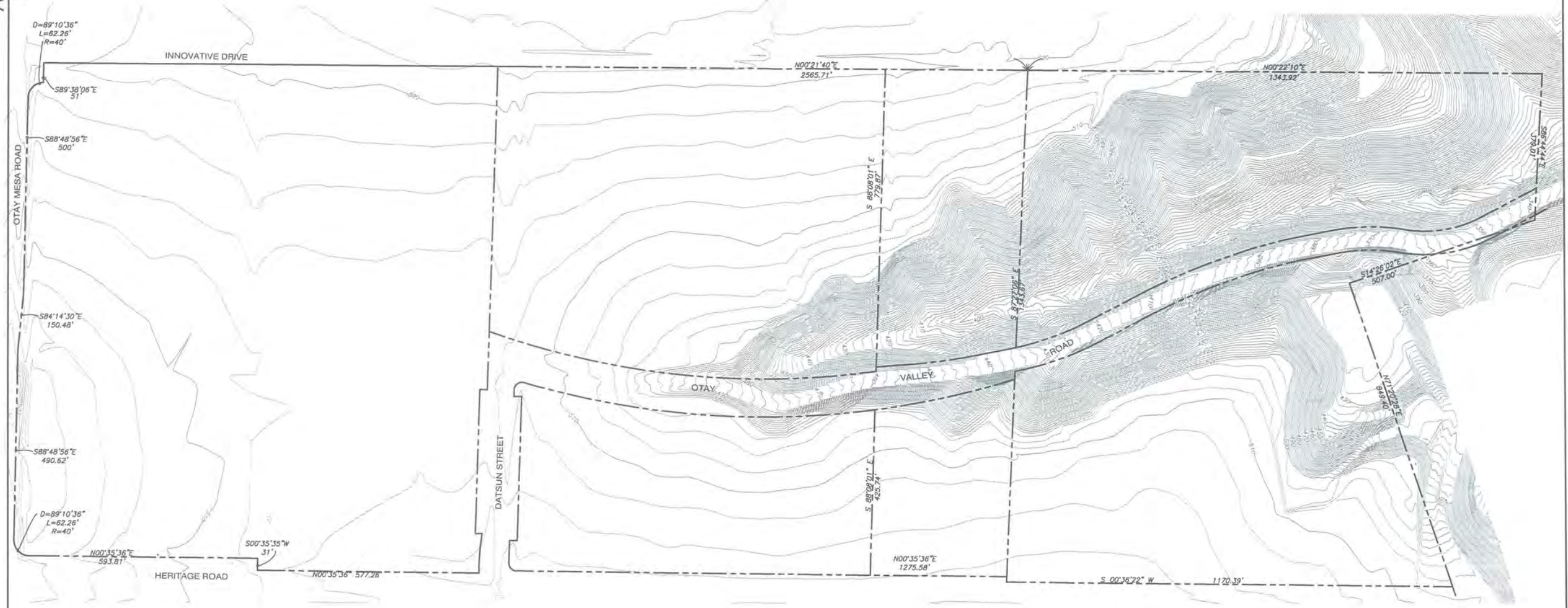


**SITE PLAN**  
SCALE: 1" = 100'



LEGEND	
	PROJECT BOUNDARY
	MAP BOUNDARY
	I.D.D.
	PROPOSED WALL
	EXIST. CURB & GUTTER
	PROPOSED CURB & GUTTER
	EXIST. CHAIN LINK FENCE
	EXIST. PARKING SPACES
	PROPOSED PARKING SPACES
	EXIST. SEWER LINE
	PROPOSED SEWER LINE
	EXIST. WATER LINE
	PROPOSED PUBLIC WATER LINE
	PROPOSED PRIVATE FIRE SERVICE
	PROPOSED FENCE
	NEW CONCRETE PAVEMENT
	3' EARTHEN MOUND SUPPORTING 8' FENCE
	PROPOSED COMMERCIAL DRIVEWAY
	TRENCH FILTERING SYSTEM
	STORM FILTERING FACILITY
	FLOW DIRECTION
	AREAS REMOVED FROM MAP, APPROVED BY U.S. FISH AND WILDLIFE SERVICE AND CALIFORNIA DEPARTMENT OF FISH AND GAME ON JUNE 9, 2004.

Prepared By:	LEPPERT ENGINEERING CORP.	Revision 14:	
Name:	CIVIL ENGINEER	Revision 13:	
Address:	5190 GOVERNOR DR., SUITE 205	Revision 12:	09-24-15
	SAN DIEGO, CA 92122-2848	Revision 11:	02-06-15
Phone #:	(858) 597-2001	Revision 10:	09-27-13
Fax #:	(858) 597-2009	Revision 9:	04-29-13
		Revision 8:	01-28-11
Project Address:	1328 HERITAGE ROAD	Revision 7:	08-19-10
	SAN DIEGO, CA 92173	Revision 6:	11-09-09
		Revision 5:	07-27-09
		Revision 4:	04-14-08
		Revision 3:	11-29-06
Project Name:	STREET PROPERTIES, INC.	Revision 2:	03-31-03
	OTAY MESA AUTO DISMANTLING	Revision 1:	06-24-02
Sheet Title:	SITE DEVELOPMENT PERMIT/ CONDITIONAL USE PERMIT UTILITIES PLAN	Original Date:	04-12-01
		Sheet	7 of 16
		DEP#	(CUP) 93-0633

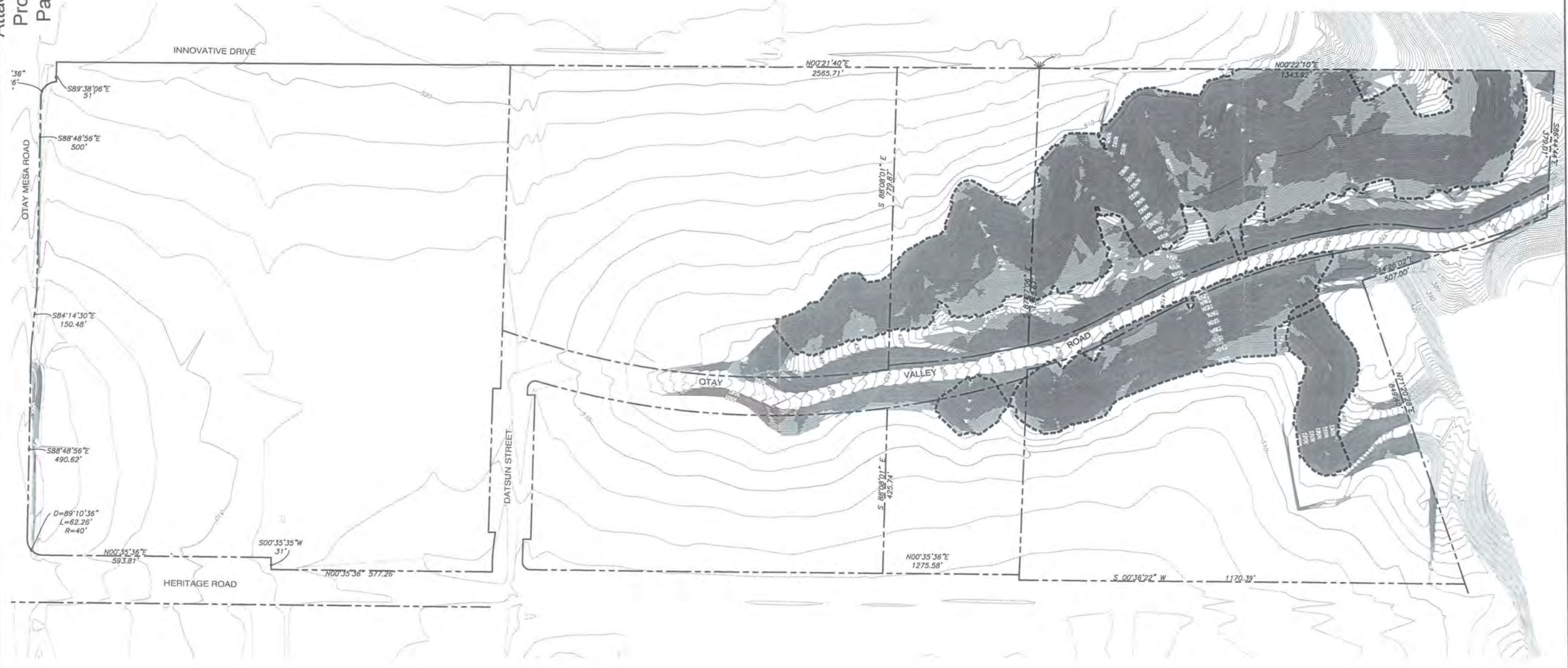


EXISTING TOPOGRAPHY

SCALE: 1" = 100'



Prepared By:	LEPPERT ENGINEERING CORP.	Revision 14:	_____
Name:	CIVIL ENGINEER	Revision 13:	_____
Address:	5190 GOVERNOR DR., SUITE 205	Revision 12:	_____
	SAN DIEGO, CA 92122-2848	Revision 11:	_____
Phone #:	(619) 597-2001	Revision 10:	_____
Fax #:	(619) 597-2009	Revision 9:	_____
		Revision 8:	_____
		Revision 7:	_____
Project Address:	1328 HERITAGE ROAD	Revision 6:	_____
	SAN DIEGO, CA 92173	Revision 5:	09-27-13
		Revision 4:	04-29-13
		Revision 3:	11-09-09
Project Name:	STREET PROPERTIES, INC.	Revision 2:	07-27-09
	OTAY MESA AUTO DISMANTLING	Revision 1:	04-14-08
Sheet Title:	SITE DEVELOPMENT PERMIT/ CONDITIONAL USE PERMIT	Original Date:	11-28-06
EXISTING TOPOGRAPHY EXHIBIT	DEP# (CUP) 93-0633	Sheet	8 of 16



SCALE: 1" = 100'

----- STEEP SLOPE LINE

SLOPE ANALYSIS STATISTICS							
COLOR	RANGE	BEG.	RANGE	END	PERCENT	AREA	95FO
□	0.00	24.99	77.8			3768729.21	
▨	25.00	39.99	5.4			250379.26	
■	40.00	INFINITY	16.8			811454.68	

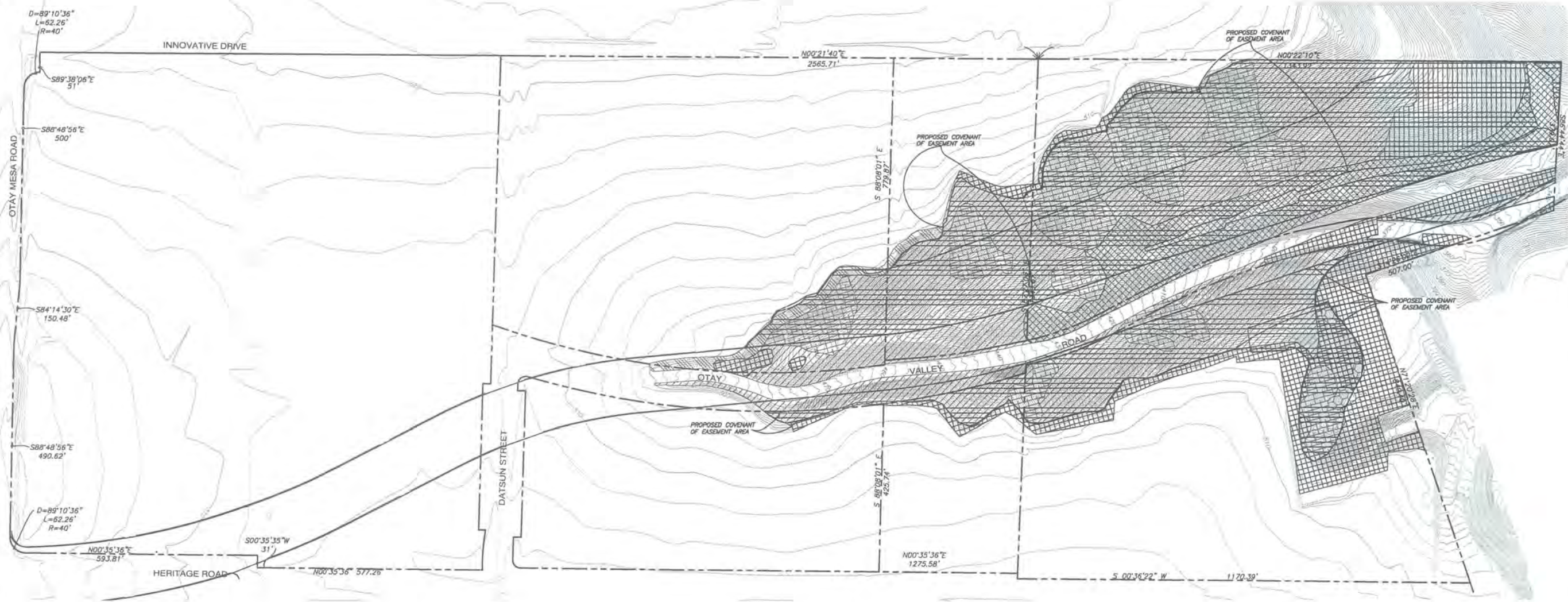
STEEP SLOPES STATISTICS		
DEFINITION	PERCENT	AREA (SF)
>25.00% AND >50 FEET HIGH	15.93	770702.46

ENCROACHMENT INTO "STEEP SLOPES"		
DEFINITION	PERCENT	AREA (SF)
EXISTING DEVELOPMENT	0	0
PROPOSED DEVELOPMENT	0	0

Prepared By: LEPPERT ENGINEERING CORP. Revision 14: \_\_\_\_\_  
 Name: CIVIL ENGINEER Revision 13: \_\_\_\_\_  
 Address: 5190 GOVERNOR DR., SUITE 205 Revision 12: \_\_\_\_\_  
SAN DIEGO, CA 92122-2848 Revision 11: \_\_\_\_\_  
 Phone #: (858) 597-2001 Revision 10: \_\_\_\_\_  
 Fax #: (858) 597-2009 Revision 9: \_\_\_\_\_  
 Revision 8: \_\_\_\_\_  
 Revision 7: \_\_\_\_\_  
 Project Address: 1328 HERITAGE ROAD Revision 6: \_\_\_\_\_  
SAN DIEGO, CA 92173 Revision 5: 09-27-13  
 Revision 4: 04-29-13  
 Revision 3: 11-09-09  
 Revision 2: 07-27-09  
 Revision 1: 04-14-08

Project Name: STREET PROPERTIES, INC.  
OTAY MESA AUTO DISMANTLING Original Date: 11-29-08

Sheet Title: SITE DEVELOPMENT PERMIT/ Sheet 9 of 16  
CONDITIONAL USE PERMIT  
SLOPE ANALYSIS DEP# (CUP) 93-0633

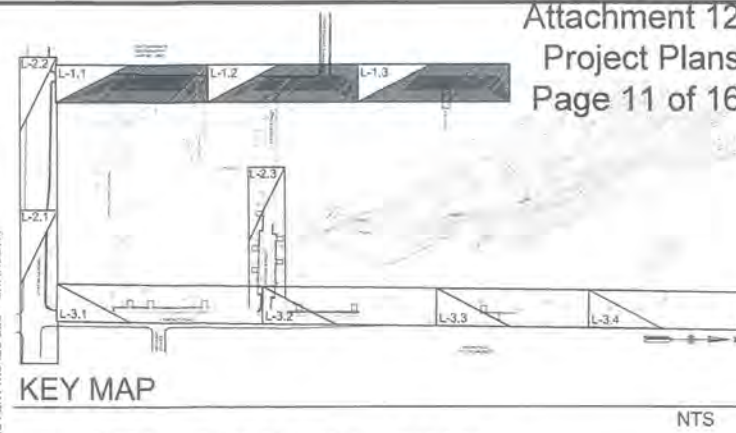
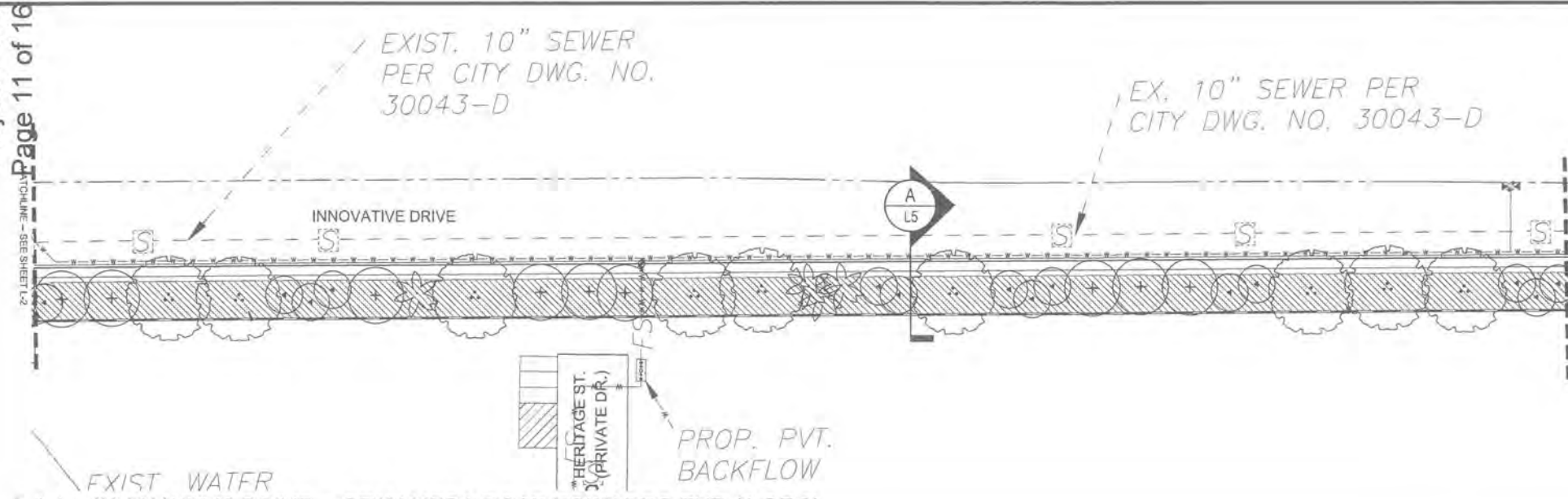


SCALE: 1" = 100'

**LEGEND:**

	CHAPARRAL - 5.10 ACRES
	CALIFORNIA SAGE SCRUB - 10.10 ACRES
	CALIFORNIA SAGE SCRUB DISTURBED - 3.60 ACRES
	URBAN DEVELOPED - 42.70 ACRES
	DISTURBED HABITAT - 4.10 ACRES
	EUCALYPTUS WOODLAND - 0.10 ACRES
	NON-NATIVE GRASSLAND - 1.5 ACRES
	ORNAMENTAL - 0.30 ACRES
	COVENANT OF EASEMENT - 17.9 ACRES

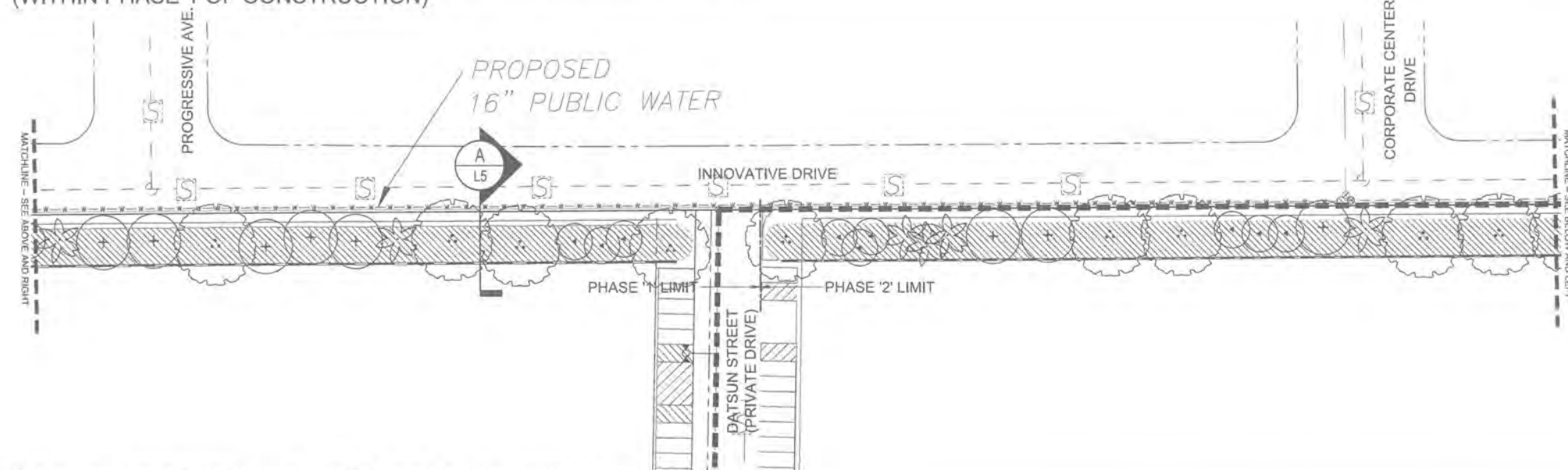
Prepared By:	LEPPERT ENGINEERING CORP.	Revision 14:	_____
Name:	CIVIL ENGINEER	Revision 13:	_____
Address:	5190 GOVERNOR DR., SUITE 205	Revision 12:	_____
	SAN DIEGO, CA 92122-2848	Revision 11:	_____
Phone #:	(858) 597-2001	Revision 10:	_____
Fax #:	(858) 597-2009	Revision 9:	_____
		Revision 8:	_____
		Revision 7:	_____
Project Address:	1328 HERITAGE ROAD	Revision 6:	_____
	SAN DIEGO, CA 92173	Revision 5:	_____
		Revision 4:	09-27-13
		Revision 3:	04-29-13
Project Name:	STREET PROPERTIES, INC.	Revision 2:	11-09-09
	OTAY MESA AUTO DISMANTLING	Revision 1:	07-27-09
		Original Date:	04-14-08
Sheet Title:	SITE DEVELOPMENT PERMIT/ CONDITIONAL USE PERMIT	Sheet	10 of 16
	BIOLOGICAL RESOURCES EXHIBIT	DEP#	(CUP) 93-0633



**WALL AND FENCE LEGEND:**

SYMBOL	DESCRIPTION
	(3') MASONRY WALL (3' RET. TYP.) W/ 8' HIGH CHAINLINK FENCE & 90% SHADE CLOTH
	(8') CHAIN LINK FENCE (TYP.) - 90% SHADE CLOTH -

L-1.1 -- INNOVATIVE DRIVE -- OTAY MESA ROAD TOWARDS END (1 OF 3)  
(WITHIN PHASE 1 OF CONSTRUCTION)

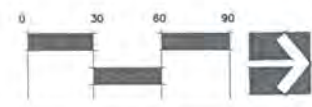


- LANDSCAPE NOTES:**
- SEE SHEET L-4 FOR LANDSCAPE ORDINANCE CALCULATIONS.
  - SEE SHEET L-5 FOR LANDSCAPE LEGEND NOTES, AND TYPICAL LANDSCAPE SECTIONS.
  - SEE SHEET L-6 FOR BRUSH MANAGEMENT PLAN.

L-1.2 -- INNOVATIVE DRIVE -- OTAY MESA ROAD TOWARDS END (2 OF 3)  
(WITHIN PHASE 1 AND PHASE 2 OF CONSTRUCTION)



L-1.3 -- INNOVATIVE DRIVE -- OTAY MESA ROAD TOWARDS END (3 OF 3)  
(WITHIN PHASE 2 OF CONSTRUCTION)



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	REVISION 3: 05-04-09
	REVISION 2: 04-14-08
	REVISION 1: 11-29-06

PROJECT NAME:  
OTAY MESA AUTO DISMANTLING

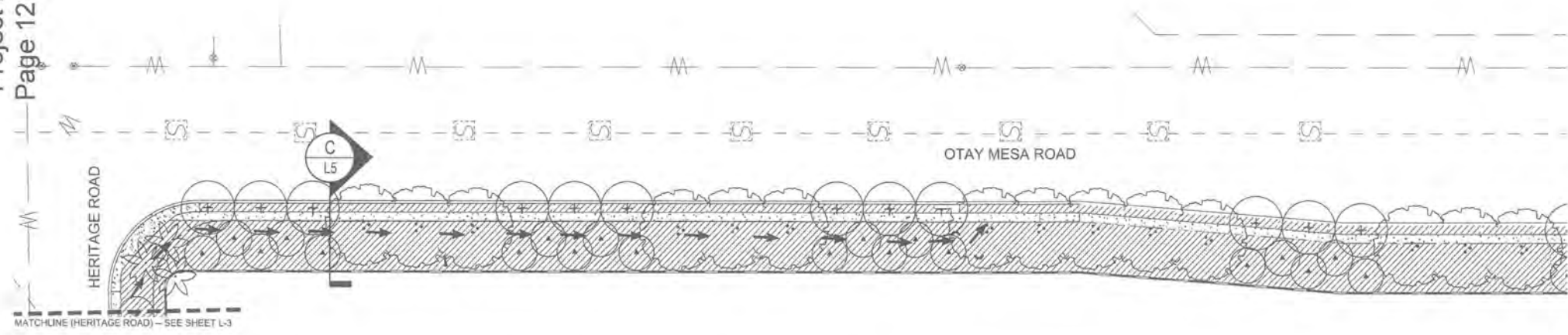
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SHEET TITLE: LANDSCAPE CONCEPT PLAN

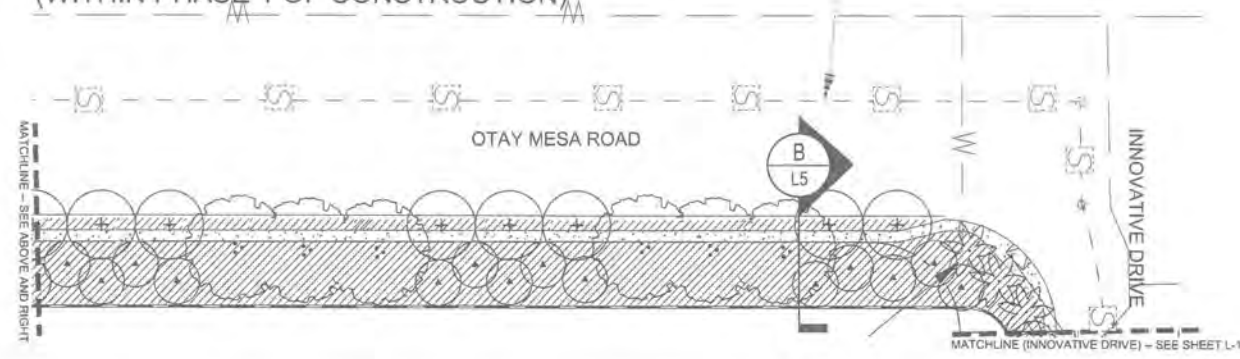
SHEET 11 OF 16

DEPT. NO. 81-2833

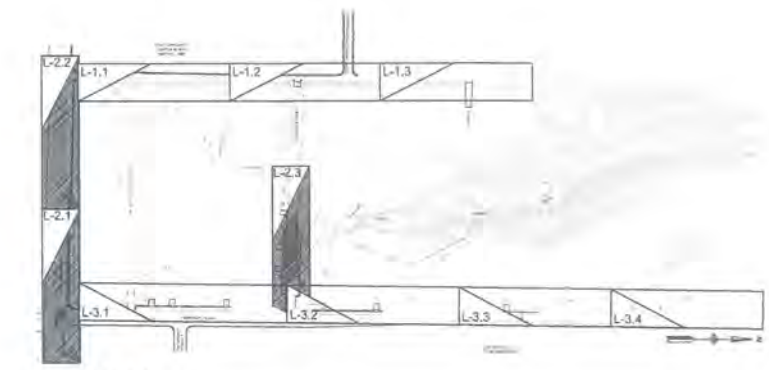
**OTAY MESA ROAD AUTO DISMANTLING : INNOVATIVE DRIVE IMPROVEMENTS**



L-2.1 -- OTAY MESA ROAD BETWEEN HERITAGE AND INNOVATIVE DRIVE (1 OF 2)  
(WITHIN PHASE 1 OF CONSTRUCTION)



L-2.2 -- OTAY MESA ROAD BETWEEN HERITAGE AND INNOVATIVE DRIVE (2 OF 2)  
(WITHIN PHASE 1 OF CONSTRUCTION)



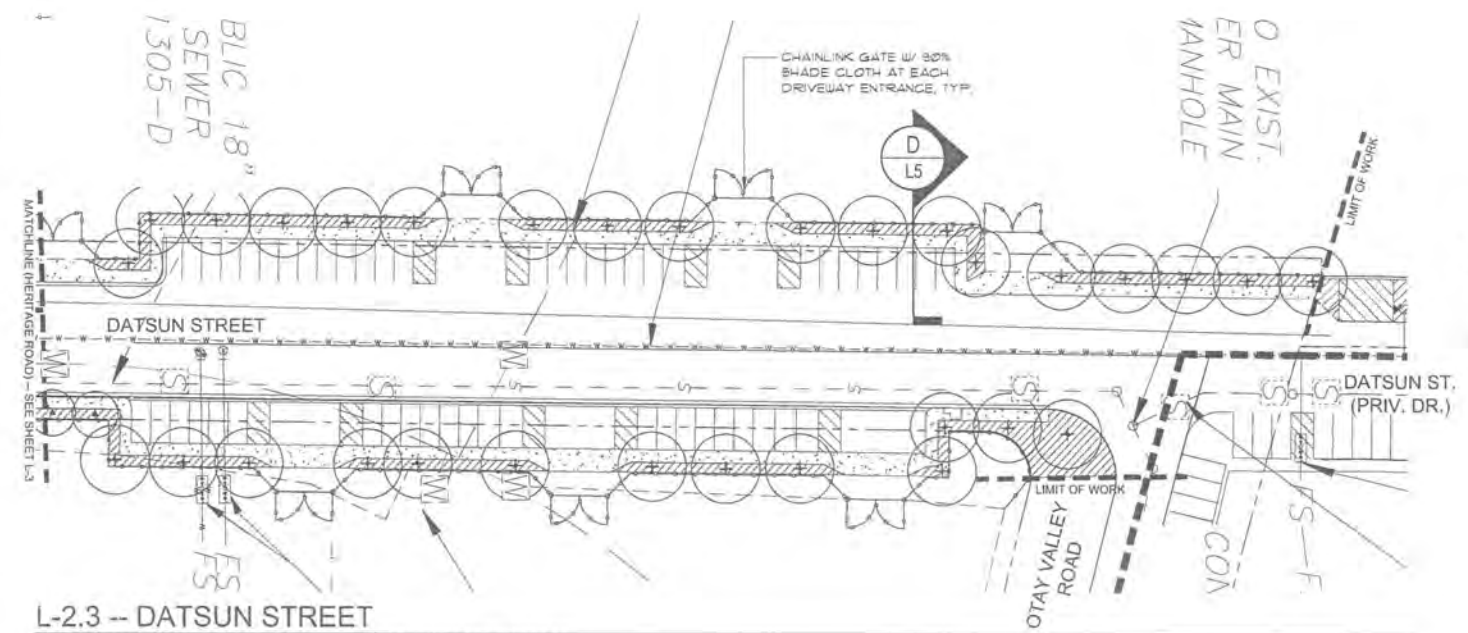
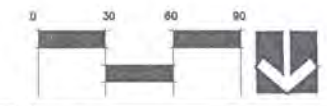
KEY MAP

NTS

- LANDSCAPE NOTES:**
1. SEE SHEET L-4 FOR LANDSCAPE ORDINACE CALCULATIONS.
  2. SEE SHEET L-5 FOR LANDSCAPE LEGEND NOTES, AND TYPICAL LANDSCAPE SECTIONS.
  3. SEE SHEET L-6 FOR BRUSH MANAGEMENT PLAN.



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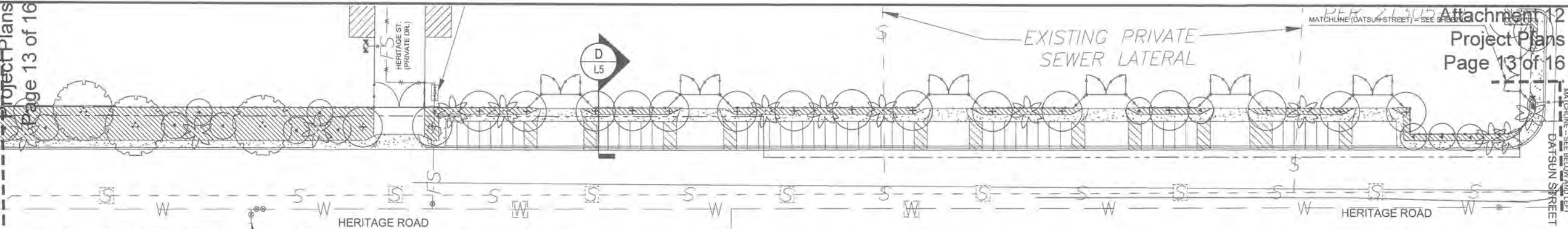
L-2.3 -- DATSUN STREET  
(WITHIN PHASE 3 OF CONSTRUCTION)

**WALL AND FENCE LEGEND:**

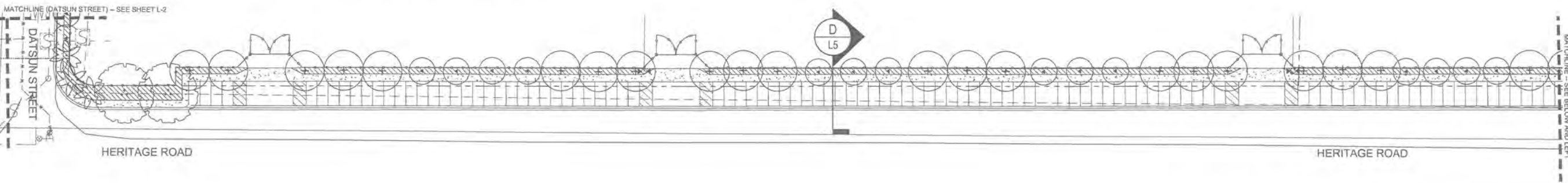
SYMBOL	DESCRIPTION
	(3') MASONRY WALL (3' RET. TYP.) W/ 8' HIGH CHAINLINK FENCE & 90% SHADE CLOTH
	(8') CHAIN LINK FENCE (TYP.) -- 90% SHADE CLOTH --

**OTAY MESA ROAD AUTO DISMANTLING : OTAY MESA ROAD / DATSUN STREET IMPROVEMENTS**

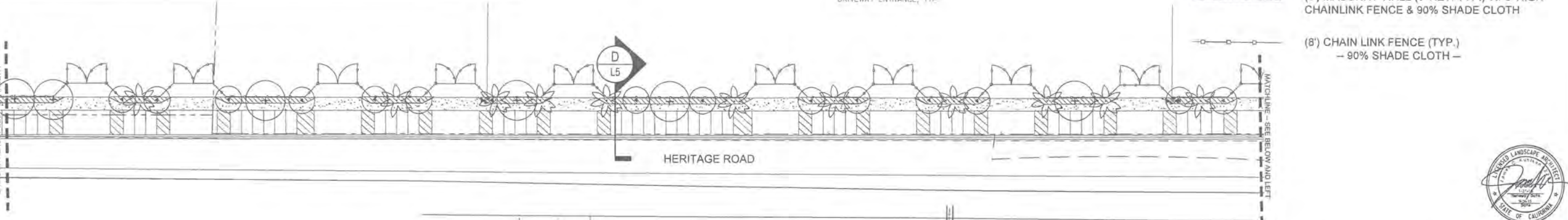




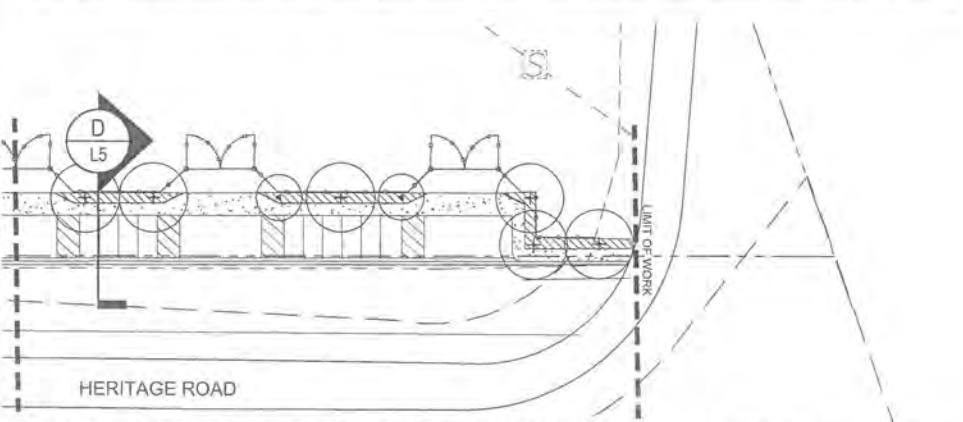
L-3.1 -- HERITAGE ROAD FROM OTAY MESA ROAD TO END (1 OF 4)



L-3.2 -- HERITAGE ROAD FROM OTAY MESA ROAD TO END (2 OF 4)



L-3.3 -- HERITAGE ROAD FROM OTAY MESA ROAD TO END (3 OF 4)

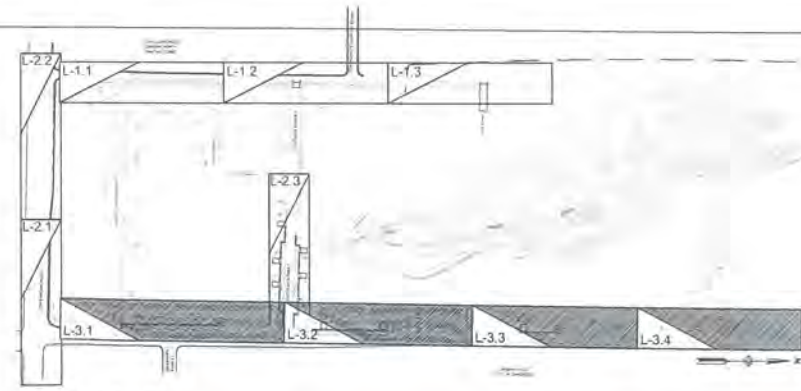


L-3.4 -- HERITAGE ROAD FROM OTAY MESA ROAD TO END (4 OF 4)

**WALL AND FENCE LEGEND:**

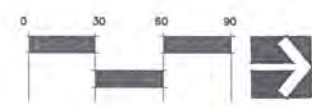
SYMBOL	DESCRIPTION
	(3') MASONRY WALL (3' RET. TYP.) W/ 8' HIGH CHAINLINK FENCE & 90% SHADE CLOTH
	(8') CHAIN LINK FENCE (TYP.) - 90% SHADE CLOTH -

CHAINLINK GATE W/ 90% SHADE CLOTH AT EACH DRIVEWAY ENTRANCE, TYP



KEY MAP

- LANDSCAPE NOTES:**
1. SEE SHEET L-4 FOR LANDSCAPE ORDINANCE CALCULATIONS.
  2. SEE SHEET L-5 FOR LANDSCAPE LEGEND NOTES, AND TYPICAL LANDSCAPE SECTIONS.
  3. SEE SHEET L-6 FOR BRUSH MANAGEMENT PLAN.



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	REVISION 3: 04-14-08
	REVISION 2: 11-29-06
	REVISION 1:

PROJECT NAME:  
OTAY MESA AUTO DISMANTLING

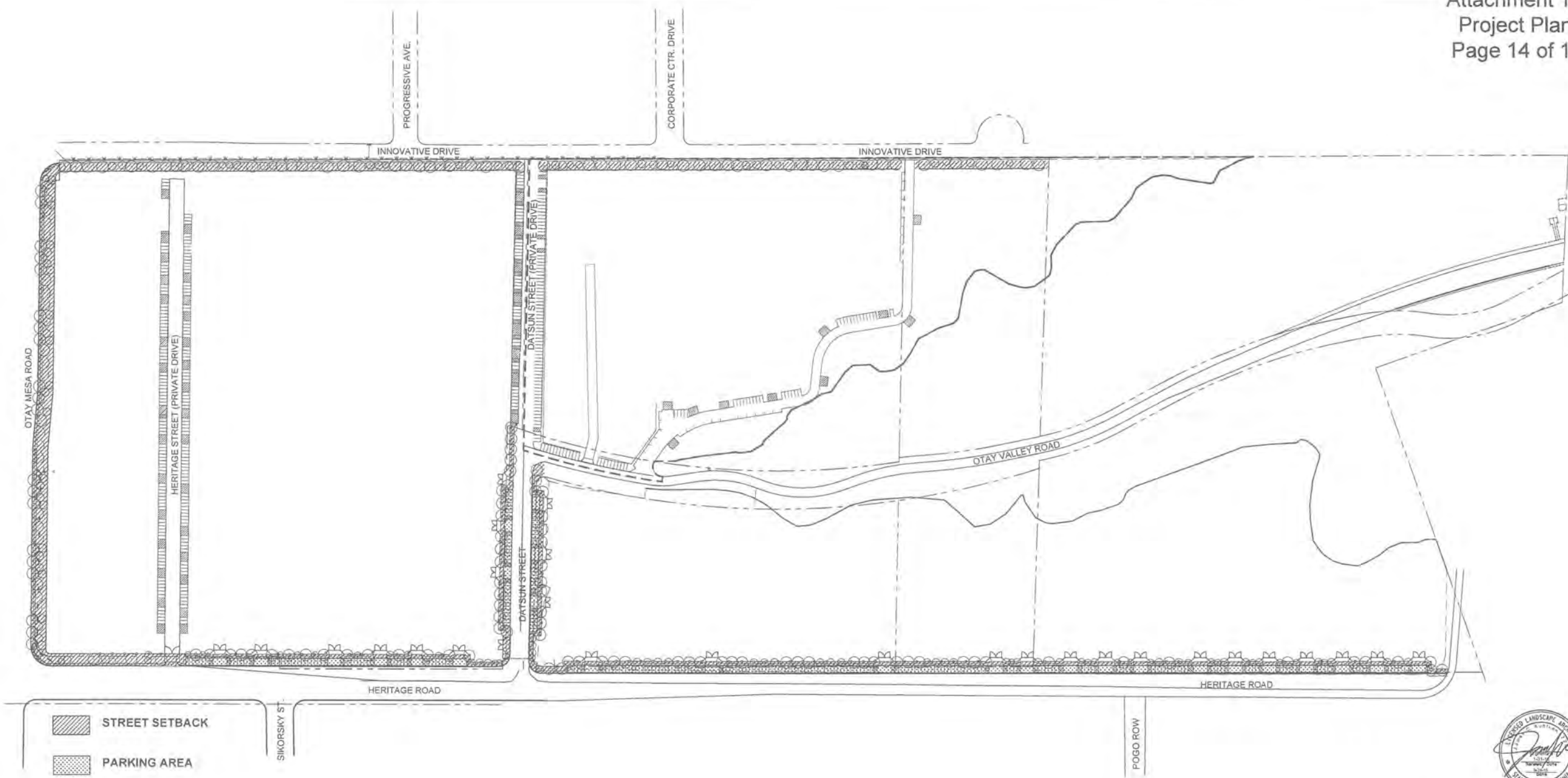
ORIGINAL DATE:

SHEET TITLE: LANDSCAPE CONCEPT PLAN

SHEET 13 OF 16

DEPT. NO. CLP 93-0633

**OTAY MESA ROAD AUTO DISMANTLING : HERITAGE ROAD IMPROVEMENTS -- PHASE 3**



## OTAY MESA ROAD AUTO DISMANTLING

### OTAY MESA DEVELOPMENT DISTRICT (OMDD) LANDSCAPE REQUIREMENTS:

#### LANDSCAPE ORDINANCE CALCS.

SETBACK PER SDMC 1517.0305:

TOTAL SQUARE FOOTAGE: 93,052 S.F.  
100% PLANTING AREA REQ'D: 93,052 S.F.  
TOTAL PLANTING AREA PROVIDED: 93,052 S.F.  
.025 X S.F. PLANT POINTS REQ'D: 2,326 PTS.  
PLANT POINTS PROVIDED: 5,976 PTS.

- (10) 24" BOX TREES X 30 PTS EACH = 300
- (27) 15' BTH PALM TREES X 34 PTS EACH = 918
- (185) 15 GAL SHRUBS X 10 PTS EACH = 1,850
- (1,454) 1 GAL SHRUBS X 2 PTS EACH = 2,908
- 25% OF 93,052 = 23,263 S.F.
- (1) GAL @ 48" O.C. / 23,263 SF = 1,454 (1) GAL SHRUBS
- FLATS SHRUBS / GROUND COVER
- 75% OF 93,052 = 69,789 S.F.
- FLATS @ 12" O.C. / 69,789 S.F. = 69,789 SHRUBS

PARKING AREA:

PARKING AREA: 75,143 S.F.  
REQ'D PLANTING AREA (75,143 X .03) = 2,255 S.F.  
PLANTING AREA PROVIDED: 13,122 S.F.  
REQ'D PLANT POINTS (75,143 X .015) = 1,128 PTS.  
PLANT POINTS PROVIDED: 3,815 PTS.

- (82) 24" BOX TREES X 30 PTS EACH = 2,460
- (17) 15' BTH PALM TREES X 34 PTS EACH = 612
- (45) 15 GAL SHRUBS X 10 PTS EACH = 450
- (615) 1 GAL SHRUBS X 2 PT EACH = 1230
- 75% OF 13,122 = 9,842
- (1) GAL @ 48" O.C. / 9,842 SF = 615 (2) GAL SHRUBS
- (91) 5 GAL SHRUBS X 4 PTS EACH = 365
- 25% OF 13,122 = 3,281
- (5) GAL @ 48" O.C. / 3,281 SF = 205 (5) GAL SHRUBS

#### STREET TREE REQUIREMENTS:

STREET TREES TO BE PROVIDED AT A RATIO OF 1 PER 30 LF OF STREET FRONTAGE.  
TOTAL STREET FRONTAGE = 4826 LF  
TOTAL STREET TREES REQUIRED = 155  
TOTAL STREET TREES PROVIDED = 155

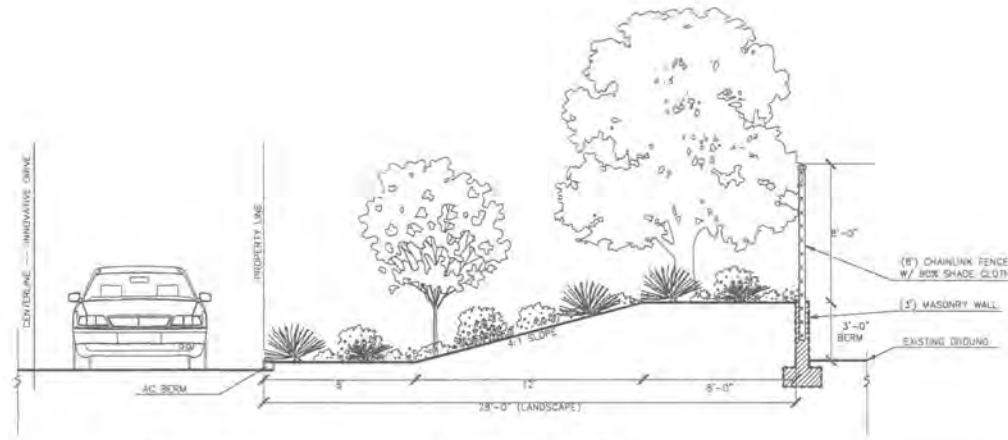


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PROJECT ADDRESS:	REVISION 4: 07-27-09
	REVISION 3: 05-04-09
	REVISION 2: 04-14-08
	REVISION 1: 11-29-06
PROJECT NAME:	ORIGINAL DATE:
OTAY MESA AUTO DISMANTLING	
SHEET TITLE:	SHEET 14 OF 16
LANDSCAPE ORDINANCE PLAN AND LANDSCAPE NOTES	
SITE DEVELOPMENT PERMIT / CONDITIONAL USE PERMIT	DEPT. NO. DUP 93-0833

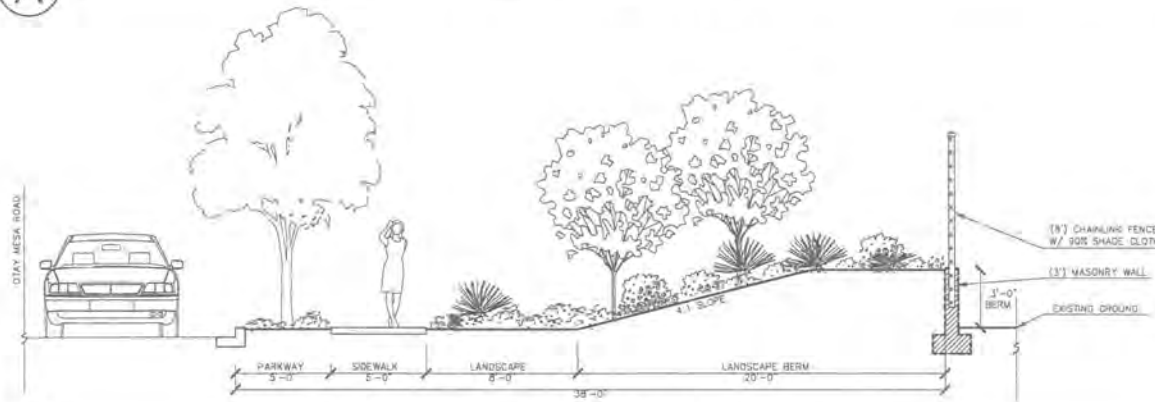
OTAY MESA ROAD AUTO DISMANTLING : MASTER PLANT LEGEND

A



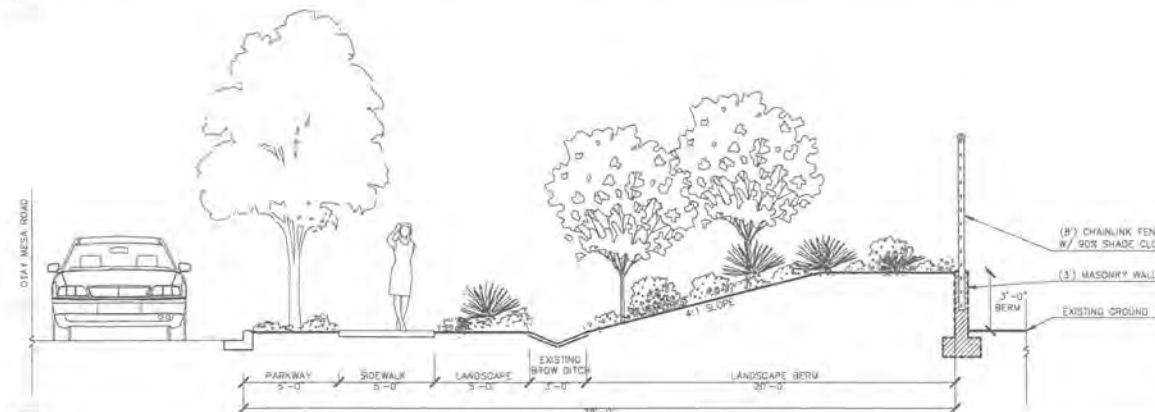
TYPICAL SECTION -- INNOVATIVE DRIVE -- NTS

B



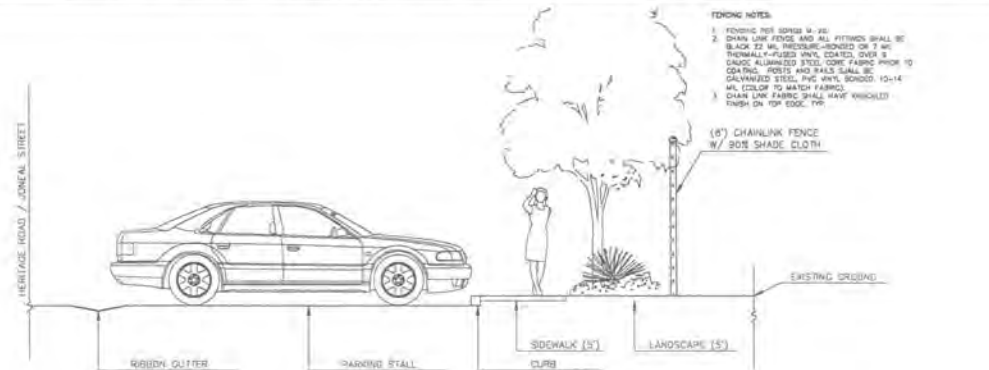
TYPICAL SECTION #1 -- OTAY MESA ROAD -- NTS

C



TYPICAL SECTION #2 -- OTAY MESA ROAD -- NTS

D



TYPICAL SECTION -- HERITAGE ROAD / DATSUN STREET -- NTS

SYMBOL	BOTANICAL / COMMON NAME	MATURE HEIGHT X SPREAD	STANDARD LANDSCAPE NOTES:
PALMS (SUCH AS)	(15' BTH)		
	ARECATRUM ROMANOFFIANUM / QUEEN PALM BUTIA CAPITATA / PINDO PALM DRACENA DRACO / DRAGON TREE WASHINGTONIA FILIFERA / CALIFORNIA FAN PALM TRACYCARPUS FORTUNEI / WINDMILL PALM	45 X 20 20 X 20 20 X 20 75 X 15 15 X 15	A. ALL LANDSCAPE AND IRRIGATION SHALL CONFORM TO THE STANDARDS OF THE CITY-WIDE LANDSCAPE REGULATIONS AND THE LAND DEVELOPMENT MANUAL, LANDSCAPE STANDARDS AND ALL OTHER LANDSCAPE RELATED CITY AND REGIONAL STANDARDS. B. IRRIGATION: AN IRRIGATION SYSTEM SHALL BE PROVIDED AS REQUIRED FOR PROPER IRRIGATION. DEVELOPMENT AND MAINTENANCE OF THE VEGETATION. THE DESIGN OF THE SYSTEM SHALL PROVIDE ADEQUATE SUPPORT FOR THE VEGETATION SELECTED. C. MAINTENANCE: ALL REQUIRED LANDSCAPED AREAS SHALL BE MAINTAINED FREE OF DEBRIS AND LITTER AND ALL PLANT MATERIAL SHALL BE MAINTAINED IN A HEALTHY GROWING CONDITION. DISEASED OR DEAD PLANT MATERIAL SHALL BE SATISFACTORILY TREATED OR REPLACED WITHIN 30 DAYS WITH MATERIAL OF AN EQUIVALENT POINT VALUE. D. SCREENING: WHEN PLANT MATERIAL IS USED TO ACHIEVE A SCREENING REQUIREMENT, PROVIDE PLANTINGS THAT ARE EVERGREEN AND SPACED TO ENSURE 100% SCREENING WITHIN TWO YEARS OF INSTALLATION. E. ALL PLANTING AREAS NOT COVERED BY GROUND COVER SHALL RECEIVE A 3-INCH LAYER OF BARK MULCH, TYP.
LARGE SHADE TREES 24" BOX SUCH AS:	52 COUNT FRAXINUS 'RIO GRANDE' / FAN-TEX ASH QUERCUS AGRIFOLIA / COAST LIVE OAK PISTACIA CHINENSIS / CHINESE PISTACHE PINUS TORREYANA / TORREY PINE PLATANUS RACEMOSA / CALIFORNIA SYCAMORE	40 X 40 50 X 50 40 X 40 40 X 40 40 X 40	
MEDIUM SHADE TREE 24" BOX SUCH AS:	CHILOPSIS LINEARIS / DESERT WILLOW KOELREUTERIA BIPINNATA / CHINESE FLAME TREE ERYTHRINIA CORRALLOIDES / NAKED CORAL TREE GEJERA PARVIFLORA / AUSTRALIAN WILLOW PODOCARPUS GRACILIOR / FERN PINE RHUS LANCEA / AFRICAN SUMAC	30 X 30 30 X 20 30 X 30 30 X 30 30 X 20 30 X 20	
ACCENT TREE 24" BOX SUCH AS:	CASSIA LEPTOPHYLLA / GOLDEN MEDALLION TREE CERCIS OCCIDENTALIS / WESTERN REDBUD LAGESTROMIA HYBRIDS / CRAPE MYRTLE OLEA EUROPA 'SWAN HILL' / OLIVE TREE PARKINSONIA ACULEATA / MEXICAN PALO VERDE	25 X 25 15 X 15 20 X 20 25 X 25 20 X 20	F. PER SAN DIEGO MUNICIPAL CODE 153.110(b)(7) THE FOLLOWING APPLICATION PROCEDURES APPLY: (A) PERMIT APPLICATIONS SHALL BE ACCOMPANIED BY A SITE PLAN AND SUPPLEMENTARY INFORMATION REQUIRED TO ESTABLISH THAT ALL LANDSCAPING SHALL BE DEVELOPED IN CONFORMANCE WITH THE LANDSCAPE GUIDELINES OF THE LAND DEVELOPMENT MANUAL. (B) AT THE TIME OF AN APPLICATION FOR A CERTIFICATE OF OCCUPANCY, THE APPLICANT WILL PROVIDE VERIFICATION THAT THE LANDSCAPE IMPROVEMENTS ARE IN CONFORMANCE WITH THE APPROVED LANDSCAPE PLAN AND IN CONFORMANCE WITH THE LANDSCAPE GUIDELINES OF THE LAND DEVELOPMENT MANUAL. (C) IF, AT THE TIME OF AN APPLICATION FOR A CERTIFICATE OF OCCUPANCY, THE REQUIRED LANDSCAPING IS NOT YET IN PLACE, THE CITY MANAGER MAY, AT HIS DISCRETION, REQUIRE THE OWNER TO MAKE FISCAL ARRANGEMENTS BY BOND, CERTIFICATE OF DEPOSIT, OR A NON-REVOCABLE LETTER OF CREDIT TO ENSURE THAT THE LANDSCAPING IS INSTALLED. THIS OPTION SHALL BE CONSIDERED BY THE CITY MANAGER ONLY IN CASES WHEN DEMONSTRATED EXISTING CIRCUMSTANCES PREVENT THE INSTALLATION OF LANDSCAPE IMPROVEMENTS BEFORE THE ISSUANCE OF THE OCCUPANCY PERMIT. THE FISCAL ARRANGEMENTS SHALL REFLECT THE COST OF REQUIRED LANDSCAPING NOT YET IN PLACE TO ENSURE THAT SUCH LANDSCAPING IS INSTALLED. ANY OWNER WISHING TO MAKE SUCH FISCAL ARRANGEMENTS MUST ALSO GRANT LICENSE TO THE CITY OR ITS LICENSED AND CONTRACTED AGENT, TO ENTER UPON THE LAND FOR THE PURPOSES OF INSTALLING THE REQUIRED LANDSCAPING. IN THE EVENT THAT SUCH LANDSCAPING IS NOT IN PLACE BY THE DATE SPECIFIED IN THE AGREEMENT, SUCH FISCAL ARRANGEMENTS SHALL BE RELEASED WHEN LANDSCAPE IMPROVEMENT VERIFICATION IS RECEIVED.
SHRUBS & GROUND COVERS SUCH AS	(75% FLATS / 25% 1 GAL., 15 GAL.)  AGAVE SPECIES ALOE SPECIES BACCHARIS PILULARIS / TWIN PEAKS BOUGANVILLEA 'MONKA' / BOUGANVILLEA CEANOETHUS G. HORIZONTALIS / CARMEL CREEPER CISTUS PURPHEREUS / ORCHID ROCKROSE CORDYLINE 'PINK' / ELECTRIC PINK CORDYLINE MUHLENBERGIA RIGENS / DEER GRASS NERIUM OLEANDER / OLEANDER PHORMIUM SPECIES / NEW ZEALAND FLAX PHOTINIA X FRASERI / PHOTINIA PRUNUS CAROLINIANA / LAUREL CHERRY SALVIA SPECIES / SAGE XYLOSMA CONGESTUM / XYLOSMA	3 X 3 3 X 3 2 X 4 4 X 4 3 X 6 4 X 6 4 X 6 4 X 6 6 X 6 4 X 6 4 X 8 4 X 8 3 X 3 6 X 6	

**ROOT BARRIER NOTE:**  
NON-Biodegradable root barriers shall be installed around all new street trees.

**MINIMUM TREE SEPARATION DISTANCE**  
TRAFFIC SIGNALS (STOP SIGN - 20 FEET)  
UNDERGROUND UTILITY LINES - 5 FEET  
ABOVE GROUND UTILITY STRUCTURE - 10 FEET  
DRIVEWAY ENTRIES - 10 FEET  
INTERSECTIONS (INTERSECTING CURB LINES OF TWO STREETS) - 25 FEET  
NOTE THAT THE MINIMUM DISTANCE TO ANY SEWER LINE IS TYPICALLY 10 FEET.

**SPECIAL LANDSCAPE NOTES:**

WALL AND FENCE LEGEND:

SYMBOL	DESCRIPTION
	(3') MASONRY WALL (3' RET. TYP.) W/ 8' HIGH CHAINLINK FENCE & 90% SHADE CLOTH
	(8') CHAIN LINK FENCE (TYP.) -- 90% SHADE CLOTH --



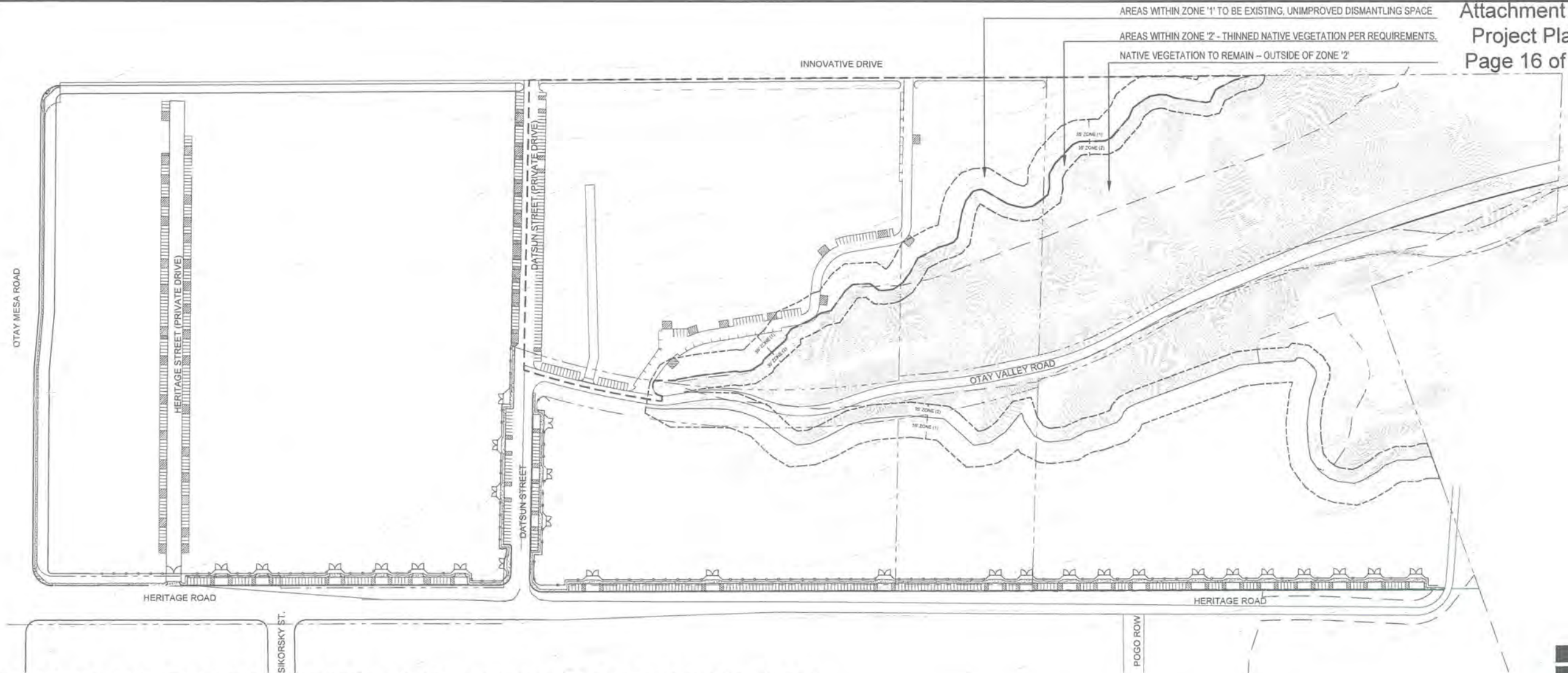
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PROJECT ADDRESS:	REVISION 4: 07-27-08
	REVISION 3: 05-04-09
	REVISION 2: 04-14-08
	REVISION 1: 11-29-06

PROJECT NAME:  
OTAY MESA AUTO DISMANTLING ORIGINAL DATE: \_\_\_\_\_

SHEET TITLE: MASTER PLANT LEGEND, NOTES, AND TYP. SECTIONS SHEET 15 OF 16

SITE DEVELOPMENT PERMIT / CONDITIONAL USE PERMIT DEPT. NO. DP 91-0831

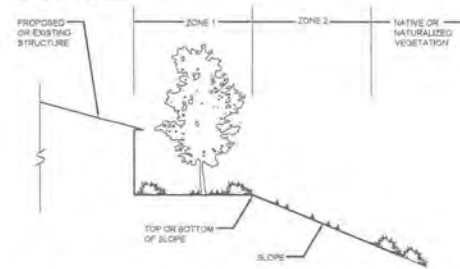


# OTAY MESA ROAD AUTO DISMANTLING : BRUSH MANAGEMENT PLAN

## BRUSH MANAGEMENT ZONE (CRITERIA & REQUIREMENTS)

- a) Brush management is required in all base zones on the following types of premises:
- (1) Publicly or privately owned premises that are within 100 feet of a structure and contain native or naturalized vegetation.
  - (2) Except for wetlands, environmentally sensitive lands that are within 100 feet of a structure, unless the Fire Chief deems brush management necessary in wetlands in accordance with Section 142.0412(i). Where brush management in wetlands is deemed necessary by the Fire Chief, that brush management shall not qualify for an exemption under the Environmentally Sensitive Lands Regulations, Section 143.0110(c)(7).

- b) Brush Management Zones. Where brush management is required, a comprehensive program shall be implemented that reduces fire hazards around structures by providing an effective fire break between all structures and contiguous areas of native or naturalized vegetation. This fire break shall consist of two distinct brush management areas called "Zone One" and "Zone Two" as shown in Diagram 142-04D.



- (1) Brush management Zone One is the area adjacent to the structure, shall be least flammable, and shall consist of pavement and permanently irrigated ornamental planting. Brush management Zone One shall not be allowed on slopes with a gradient greater than 4:1 (4 horizontal feet to 1 vertical foot) unless the property that received tentative map approval before November 15, 1989. However, within the Coastal Overlay Zone coastal development shall be subject to the encroachment limitations set forth in Section 143.0142(a)(4) of the Environmentally Sensitive Lands Regulations.
- (2) Brush management Zone Two is the area between Zone One and any area of native or naturalized vegetation and shall consist of thinned, native or non-irrigated vegetation.
- c) Except as provided in Sections 142.0412(i) or 142.0412(j), the width of Zone One and Zone Two shall not exceed 100 feet and shall meet that shown in Table 142-04H. Both Zone One and Zone Two shall be provided on the subject property unless a recorded easement is granted by an adjacent property owner to the owner of the subject property to establish and maintain the required brush management zone(s) on the adjacent property in perpetuity.

Table 142-04H  
Brush Management Zone Width Requirements

SYMBOL	CRITERIA	PROPERTY LOCATION	PROPOSED
		TYPICAL ZONE DEPTH	THIS PROJECT
ZONE 1	MINIMUM ZONE 1 WIDTH (SEE SECTION 142.0.0412 (D))	35 FT.	35 FT.
ZONE 2	MINIMUM ZONE 2 WIDTH (SEE SECTION 142.0.0412 (F))	65 FT.	35 FT.
	LOW VOLUME PLANTINGS OR SELECTIVE THINNING		

- d) Brush management activities are prohibited within coastal sage scrub, maritime succulent scrub, and coastal sage-chaparral habitats from March 1 through August 15, except where documented to the satisfaction of the City Manager that the thinning would be consistent with conditions of species coverage described in the City of San Diego's MSCSP Subarea Plan.
- e) Where Zone One width is required adjacent to the MHPA or within the Coastal overlay Zone, any of the following modifications to development regulations of the Land Development Code or standards in the Land Development Manual are permitted to accommodate the increase in width:
- (1) The required front yard setback of the base zone may be reduced by 5 feet.
  - (2) A sidewalk may be eliminated from one side of the public right-of-way and the minimum required public right-of-way width may be reduced by 5 feet, or
  - (3) The overall minimum pavement and public right-of-way width may be reduced in accordance with the Street Design Standards of the Land Development Manual.
- f) The Zone Two width may be decreased by 1 1/2 feet for each 1 foot of increase in Zone One width up to a maximum reduction of 30 feet of Zone Two width.
- g) Zone One Requirements
- (1) The required Zone One width shall be provided between native or naturalized vegetation and any structure and shall be measured from the exterior of the structure to the vegetation.
  - (2) Zone One shall contain no habitable structures, structures that are directly attached to habitable structures, or other combustible construction that provides a means for transmitting fire to the habitable structures. Structures such as fences, walls, palapas, play structures, and non habitable gazebos that are located within brush management Zone One shall be of non combustible construction.
  - (3) Plants within Zone One shall be primarily low-growing and less than 4 feet in height with the exception of trees. Plants shall be low-fuel and fire-resistant.
  - (4) Trees within Zone One shall be located away from structures to a minimum distance of 10 feet as measured from the structures to the drip line of the tree at maturity in accordance with the Landscape Standards of the Land Development Manual.
  - (5) Permanent irrigation is required for all planting areas within Zone One except as follows:
    - (A) When planting areas contain only species that do not grow taller than 24 inches in height, or
    - (B) When planting areas contain only native or naturalized species that are not summer-dormant and have a maximum height at plant maturity of less than 24 inches.

- (6) Zone One irrigation over spray and runoff shall not be allowed into adjacent areas of native or naturalized vegetation.
- (7) Zone One shall be maintained on a regular basis by pruning and thinning plants, controlling weeds, and maintaining irrigation systems.
- h) Zone Two Requirements
- (1) The required Zone Two width shall be provided between Zone One and the undisturbed, native or naturalized vegetation, and shall be measured from the edge of Zone One that is farthest from the habitable structure, to the edge of undisturbed vegetation.
  - (2) No structures shall be constructed in Zone Two.
  - (3) Within Zone Two, 50 percent of the plants over 24 inches in height shall be cut and cleared to a height of 6 inches.
  - (4) Within Zone Two, all plants remaining after 50 percent are reduced in height, shall be pruned to reduce fuel loading in accordance with the Landscape Standards in the Land Development Manual. Non-native plants shall be pruned before native plants are pruned.
  - (5) The following standards shall be used where Zone Two is in an area previously graded as part of legal development activity and is proposed to be planted with new plant material instead of clearing existing native or naturalized vegetation:
    - (A) All new plant material for Zone Two shall be native non-irrigated, low-fuel, and fire-resistant. No non-native plant material may be planted in Zone Two either inside the MHPA or in the Coastal Overlay Zone, adjacent to areas containing sensitive biological resources.
    - (B) New plants shall be low-growing with a maximum height at maturity of 24 inches. Single specimens of native trees and tree form shrubs may exceed this limitation if they are located to reduce the chance of transmitting fire from native or naturalized vegetation to habitable structures and if the vertical distance between the lowest branches of the trees and the top of adjacent plants are three times the height of the adjacent plants to reduce the spread of fire through ladder fueling.
    - (C) All new Zone Two plantings shall be irrigated temporarily until established to the satisfaction of the City Manager. Only low-flow, low-gallonage spray heads may be used in Zone Two. Overspray and runoff from the irrigation shall not drip or flow into adjacent areas of native or naturalized vegetation. Temporary irrigation systems shall be removed upon approved establishment of the plantings. Permanent irrigation is not allowed in Zone Two.
    - (D) Where Zone Two is being revegetated as a requirement of Section 142.0411(a), revegetation shall comply with the spacing standards in the Land Development Manual. Fifty percent of the planting area shall be planted with material that does not grow taller than 24 inches. The remaining planting area may be planted with taller material, but this material shall be maintained in accordance with the requirements for existing plant material in Zone Two.
  - (6) Zone Two shall be maintained on a regular basis by pruning and thinning plants, controlling weeds.
  - (7) Except as provided in Section 142.0412(i), where the required Zone One width shown in Table 142-04H cannot be provided on premises with existing structures, the required Zone Two width shall be increased by one foot for each foot of required Zone One width that cannot be provided.

- i) The Fire Chief may modify the requirements of this section if the following conditions exist:
- (1) In the written opinion of the Fire Chief, based upon a fire fuel load model report conducted by a certified fire behavior analyst, the requirements of Section 142.0412 fail to achieve the level of fire protection intended by the application of Zones One and Two; and
  - (2) The modification to the requirements achieves an equivalent level of fire protection as provided by Section 142.0412, other regulations of the Land Development Code, and the minimum standards contained in the Land Development Manual; and
  - (3) The modification to the requirements is not detrimental to the public health, safety, and welfare of persons reading or working in the area.
- ii) If the Fire Chief approves a modified plan in accordance with this section as part of the City's approval of a development permit, the modifications shall be recorded with the approved permit condition.
- k) For existing structures, the Fire Chief may require brush management in compliance with this section for any area, independent of size, location, or condition if it is determined that an imminent fire hazard exists.
- l) Brush management for existing structures shall be performed by the owner of the property that contains the native and naturalized vegetation. This requirement is independent of whether the structure being protected by brush management is owned by the property owner subject to these requirements or is on neighboring property.



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OTAY MESA AUTO DISMANTLING	
SHEET TITLE:	SHEET 16 OF 16
BRUSH MANAGEMENT PLAN	
DEPT. NO. CUP 93-0633	