



THE CITY OF SAN DIEGO

ADDENDUM TO MITIGATED NEGATIVE DECLARATION

Project No. 521798
Addendum to MND No. 78309
SCH No. N/A

SUBJECT: BAJA FREIGHT FORWARDERS -SDP: A SITE DEVELOPMENT PERMIT (SDP) to maintain an existing truck park, and storage facility and to construct a concrete tilt-up building for warehouse and office use (Building 2) with loading dock, on a 4.09-acre site. The project also proposes associated vehicular parking, the reconstruction of two existing driveways, and one new driveway, and a bio-filtration basin to City standards. The existing 720-square-foot office trailer (Building 1) with associated vehicular and trucking parking would remain. The project site is in the IH-1-1 (Industrial-Heavy) Zone and the open space and MHPA is located in the OC-1-1 (Open Space Conservation) Zone of the Otay Mesa Community Plan, Community Plan Implementation Overlay Zone (CPIOZ) A, Brush Management, Very High Fire Hazard Severity Zone, Airport Land Use Compatibility Overlay Zone, Airport Influence Area (Review Area 2), and the Federal Aviation Administration (FAA) Part 77 Notification area. (LEGAL DESCRIPTION: Lot 16 International Business Center in the City of San Diego, County of San Diego, State of California, According to Map Thereof No. 12202. Filed in the County Recorder of San Diego County, August 28, 1988, APN 667-050-68) APPLICANT: Tsaki Demirdijan

I. SUMMARY OF PROPOSED PROJECT

A SITE DEVELOPMENT PERMIT (SDP) to maintain an existing truck park, and storage facility and to construct a concrete tilt-up building for warehouse and office use (Building 2) with loading dock, on a 4.09-acre site. The first-floor office would be 4,025 square-feet, and the second-floor warehouse would be 32,585 square-feet for a total of 36,610 square-feet. The existing 720-square-foot office trailer (Building 1) with associated vehicular and trucking parking would remain. The proposed concrete tilt-up building with associated loading docks, ramps, parking and trash enclosure would occupy the westerly portion of the site. The project also proposes associated vehicular parking, the reconstruction of two existing driveways, and one new driveway, and a bio-filtration basin to City standards. The height of the concrete tilt-up building would be 30 feet high. The proposed Floor Area Ratio (FAR) is 0.21 where the maximum permitted FAR is 0.50. The project also proposes landscaping, sewer lateral, storm drain, and a 5-foot wide concrete walkway for accessible path of travel. See Figure 2-Site Plan.

Project implementation would require grading of approximately 4,639 cubic yards of cut at a maximum depth of cut of 4.7 feet, and 1,852 cubic yards of fill at a maximum depth of fill of 4.7 feet.

The project proposes 216-foot-long retaining wall at 5 feet high along the western property line. Landscaping would be provided in accordance with the City's Landscape Regulations. A Covenant of Easement would be placed on the open space easement and the adjacent MHPA, as a condition of approval, as shown on Sheet A1.1. No development is proposed in the adjacent property to the north (APN 667-050-69) in the MHPA land or in the canyon or open space easement.

II. ENVIRONMENTAL SETTING

The 4.09-acre site is located at 6852 Calle De Linea within the IH-1-1 (Industrial-Heavy) Zone and the open space easement and adjacent MHPA is located in the OC-1-1 (Open Space-Conservation) Zone of the Otay Mesa Community Plan. The project site is designated Heavy Industrial, per the community plan. The site is bounded by industrial uses to the south, east and west, and by undeveloped land to the north. The site consists of a graded pad used for equipment and tractor-trailer storage and an office trailer. The elevation is approximately 470 feet above mean sea level (MSL).

The project site is also located within the Community Plan Implementation Overlay Zone (CPIOZ) A, Brush Management, Very High Fire Hazard Severity Zone, Airport Land Use Compatibility Overlay Zone, Airport Influence Area (Review Area 2), and the Federal Aviation Administration (FAA) Part 77 Notification area. The project site is in a neighborhood setting of similar uses and is currently served by existing public services and utilities.

III. SUMMARY OF ORIGINAL PROJECT

A Site Development Permit was approved by the City allowing the site to be conditionally developed for use as a temporary, 5-year, truck/trailer parking and storage facility, with deviations, on a 11.5-acre site. The site consisted of approximately 2.27 acres of the City of San Diego MHPA of the MSCP Subarea Plan, 5.71 acres of designated open space, and 3.52 acres of a graded construction pad. Permanent improvements included creation of 105 truck parking spaces, four vehicular parking spaces for a total of 109 vehicular parking spaces, and a prefabricated office trailer. All of the on-site development was contained to a portion of the site that has been previously graded (4.13-acres). Project landscaping was provided in compliance with all applicable City's landscape regulations. No work was proposed in the canyon or within the MHPA. Further, to ensure that site development would avoid significant environmental impacts, the Baja Freight Park Mitigated Negative Declaration was adopted by the City of San Diego, which included a Mitigation, Monitoring and Reporting Program (MMRP) for MHPA Land Use Adjacency was required for the project.

IV. ENVIRONMENTAL DETERMINATION

The City previously prepared and adopted the Baja Freight Park Mitigated Negative Declaration (MND) No. 78309. Based on all available information in light of the entire record, the analysis in this Addendum, and pursuant to Section 15162 of the State CEQA Guidelines, the City has determined the following:

- There are no substantial changes proposed in the project which will require major revisions of the previous environmental document due to the involvement of new significant environmental effects or a substantial increase in the severity of

previously identified significant effects;

- Substantial changes have not occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous environmental document due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- There is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous environmental document was certified as complete or was adopted, showing any of the following:
 - a. The project will have one or more significant effects not discussed in the previous environmental document;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous environmental document;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous environmental would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Based upon a review of the current project, none of the situations described in Sections 15162 and 15164 of the State CEQA Guidelines apply. No changes in circumstances have occurred, and no new information of substantial importance has manifested, which would result in new significant or substantially increased adverse impacts as a result of the project. Therefore, this Addendum has been prepared in accordance with Section 15164 of the CEQA State Guidelines. Public review of this Addendum is not required per CEQA.

V. IMPACT ANALYSIS

The following includes the project-specific environmental review pursuant to the CEQA. The analysis in this document evaluates the adequacy of the MND relative to the proposed project.

Land Use (Multiple Species Conservation Program)

Baja Freight Park MND:

The Baja Freight MND identified that the original project site lies in close proximity to the Multi-Habitat Planning area (MHPA). Due to the adjacency of the MHPA of the City's MSCP, the original project development was required to conform to the applicable Land Use Adjacency Guidelines of the of the MSCP Subarea Plan. The original project was required to implement the Mitigation, Monitoring and Reporting Program (MMRP), as detailed in Section V of the MND.

Proposed Project:

The proposed project site lies in close proximity to the Multi-Habitat Planning area (MHPA) of the City's Multiples Species Conservation Program (MSCP). The project does not propose any work in the canyon or within the MHPA. However, due to the site's proximity to sensitive biological resources within the MHPA, and noise impacts related to construction noise, the project will be required to implement the MMRP, as detailed in Section V of the MND. Compliance with these mitigation measures shall be the responsibility of the applicant. This mitigation measure, detailed in the MMRP, would reduce the potentially significant impact to below a level of significance.

Based on the foregoing analysis and information, there is no evidence that the proposed project would require a major change to the Mitigated Negative Declaration. The project would not result in any new significant impact, nor would a substantial increase in the severity of impacts from that described in the Mitigated Negative Declaration.

Paleontological Resources

Baja Freight Park MND:

According to the Geology of the San Diego Metropolitan Area, California, the subject site is underlain by fill, and Lindavista Formation. Lindavista Formation is considered moderately sensitive for paleontological resources. The MND states that the temporary truck park and container storage facility would be located on the mesa top and since this area has been previously graded only 785 cubic yards of soil would be excavated and 2,700 cubic yards of fill would be used to level the site. The MND concludes the proposed grading amounts do not exceed the CEQA Thresholds for impacts to paleontological resources. Monitoring would not be required.

Proposed Project:

According to the Supplemental Geotechnical Report prepared by SCST, Inc. (March 19, 2018), the subject project is underlain by fill and Lindavista Formation. Project implementation would require grading of approximately 4,639 cubic yards of cut at a maximum depth of cut of 4.7 feet, and 1,852 cubic yards of fill at a maximum depth of fill of 4.7 feet. Based on this information the project would not meet the City's thresholds of significance for potential impacts to paleontological resources. Therefore, monitoring for paleontological resources would not be required.

Based on the foregoing analysis and information, there is no evidence that the proposed project would require a major change to the Mitigated Negative Declaration. The project would not result in any new significant impact, nor would a substantial increase in the severity of impacts from that described in the Mitigated Negative Declaration.

Historical Resources (Archaeology)

Baja Freight Park MND:

As noted in the MND, the site has been previously graded and grading would be limited to previously disturbed areas. The MND concluded that impacts to historic archaeological sites would not occur. Monitoring was not required.

Proposed Project:

As noted in the document, the project proposes additional excavation for the construction of a concrete tilt-up building, associated vehicular parking, the reconstruction of two existing driveways, and one new driveway, and a bio-filtration basin. EAS consulted with qualified City staff, and because project development would remain within the developed portion of the site, there are no further concerns for potential impacts to archaeological resources. Monitoring would not be required.

Based on the foregoing analysis and information, there is no evidence that the proposed project would require a major change to the Mitigated Negative Declaration. The project would not result in any new significant impact, nor would a substantial increase in the severity of impacts from that described in the Mitigated Negative Declaration.

VI. MITIGATION, MONITORING, AND REPORTING PROGRAM (MMRP) INCORPORATED INTO THE PROJECT

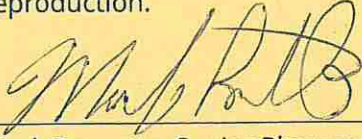
The original project has mitigation measures for Multiple Species Conservation Program (MSCP)/Multi-Habitat Planning area (MHPA) Land Use Adjacency. Implementation of the Mitigation, Monitoring and Reporting Program (MMRP) as stated in MND No. 78309 is also required for the proposed project.

VII. IMPACT SIGNIFICANCE

The MND identified that all impacts would be mitigated to below a level of significance through mitigation. This Addendum also identifies that all significant project impacts would be mitigated to below a level of significance, consistent with the previously certified MND.

VIII. CERTIFICATION

Copies of the addendum, the adopted MND, the Mitigation Monitoring and Reporting Program, and associated project-specific technical appendices, if any, may be reviewed in the office of the Development Services Department, or purchased for the cost of reproduction.



Mark Brunette, Senior Planner
Development Services Department

July 5, 2019

Date of Final Report

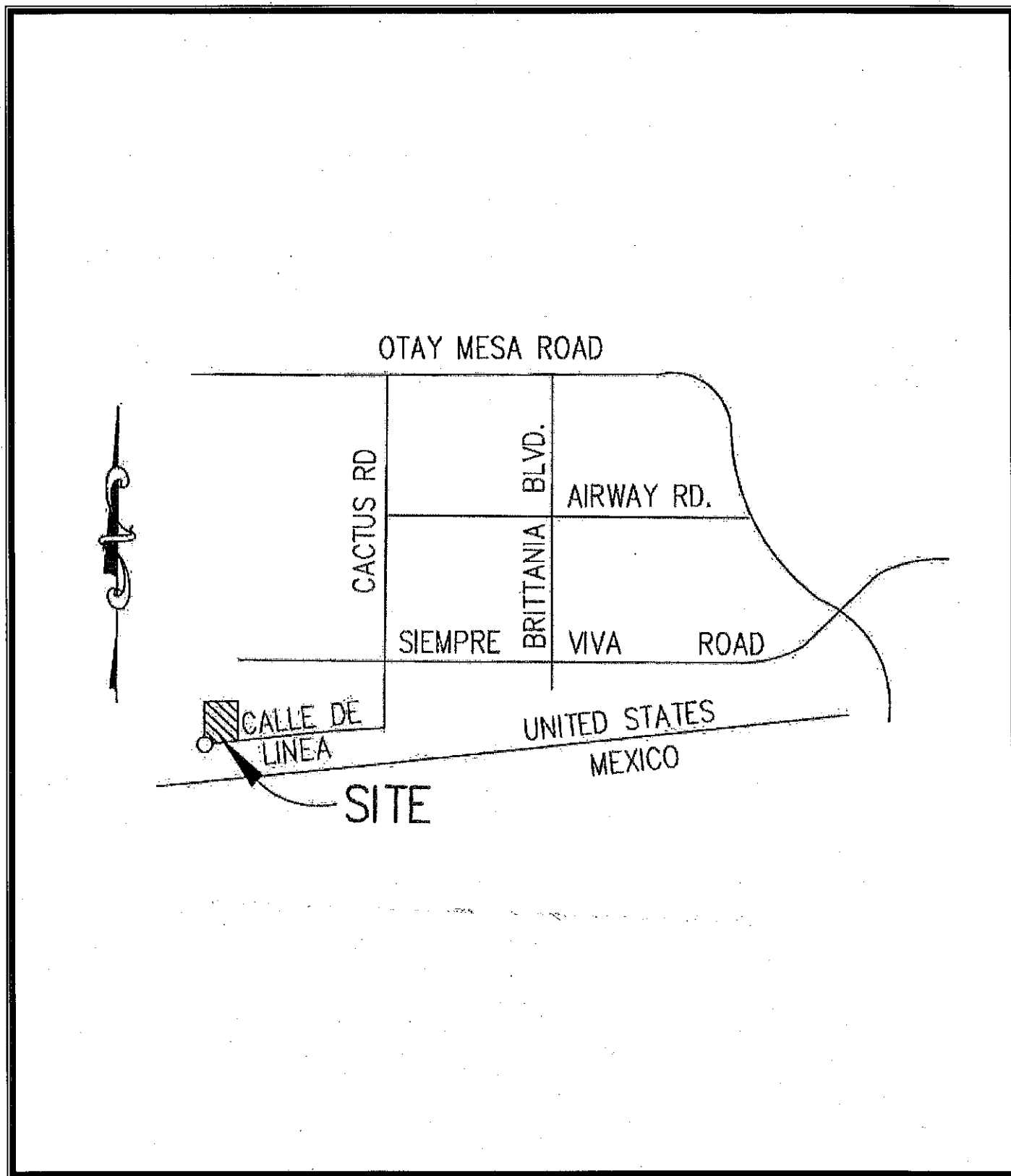
Analyst: R. Benally

Attachments:

Figure 1: Location Map

Figure 2: Site Plan

Mitigated Negative Declaration No. 78309



Baja Frieght Forwarders SDP

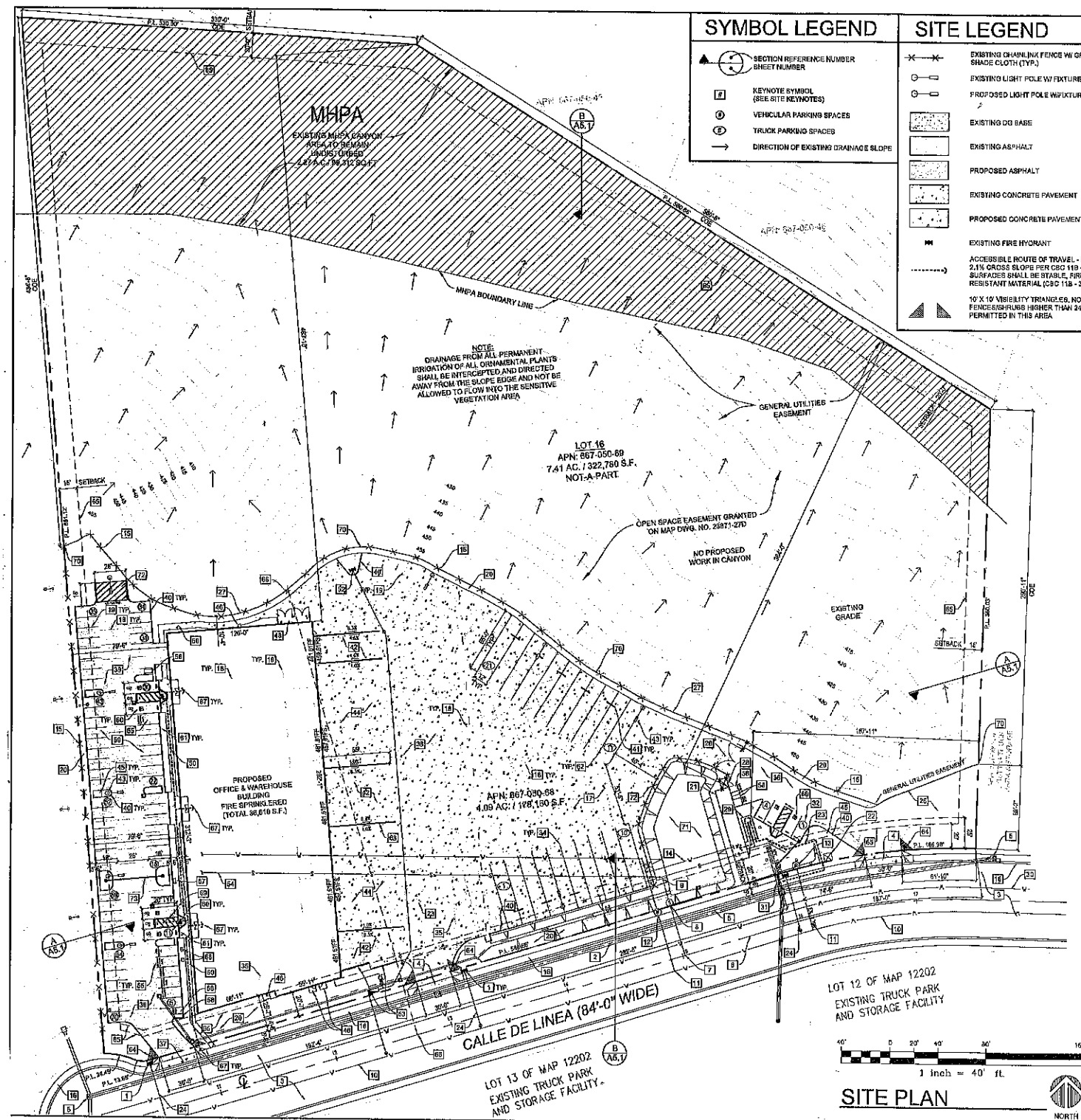


Location Map

Environmental Analysis Section Project No. 521798
CITY OF SAN DIEGO · DEVELOPMENT SERVICES

Figure

1



SYMBOL LEGEND

- SECTION REFERENCE NUMBER SHEET NUMBER
- KEYNOTE SYMBOL (SEE SITE KEYNOTES)
- VEHICULAR PARKING SPACES
- TRUCK PARKING SPACES
- DIRECTION OF EXISTING DRAINAGE SLOPE

SITE LEGEND

- EXISTING CHAINLINK FENCE W/ GREEN SHADE CLOTH (TYP.)
- EXISTING LIGHT POLE W/ FIXTURE
- PROPOSED LIGHT POLE W/ FIXTURE
- EXISTING DO BASE
- EXISTING ASPHALT
- PROPOSED ASPHALT
- EXISTING CONCRETE PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- EXISTING FIRE HYDRANT
- ACCESSIBLE ROUTE OF TRAVEL - MAX. 2.5% GROSS SLOPE PER CSD 11B - 405.3. SURFACES SHALL BE STABLE, FIRM & RESISTANT MATERIAL (CSD 11B - 302.1)
- 10' X 10' VISIBILITY TRIANGLES, NO FENCES/SHRUBS HIGHER THAN 2' ARE PERMITTED IN THIS AREA

SITE KEYNOTES

- EXISTING FIRE HYDRANT PER ENGINEERING DRAWINGS NO. 23871-D
- EXISTING STREET LIGHT PER ENGINEERING DRAWINGS NO. 23871-D
- EXISTING STREET IMPROVEMENTS PER ENGINEERING DRAWINGS NO. 23871-D
- EXISTING CONCRETE DRIVEWAY TO BE UPGRADED WITH NEW ADA-COMPLIANT DRIVEWAY PER CITY STANDARDS
- EXISTING 36" RCP STORMDRAIN SYSTEM PER ENGINEERING DRAWINGS NO. 23871-D
- EXISTING 10" PVC SEWER MAIN PER ENGINEERING DRAWINGS NO. 23871-D
- EXISTING 8" SEWER SERVICE LATERAL PER ENGINEERING DRAWINGS NO. 23871-D
- EXISTING PERMITTED PRIVATE ON-SITE SEWER LINE TO BUILDING PER ENGINEERING DRAWINGS NO. 23871-D
- EXISTING 12" ACP WATER MAIN PER ENGINEERING DRAWINGS NO. 23871-D
- EXISTING 2" WATER SERVICE LATERAL PER ENGINEERING DRAWINGS NO. 23871-D
- EXISTING 3/4" POTABLE WATER METER PER DWG. & PER ENGINEERING DRAWINGS NO. 23871-D
- EXISTING 3/4" IRRIGATION WATER METER DWG. & PER ENGINEERING DRAWINGS NO. 23871-D
- EXISTING PERMITTED PRIVATE WATER LINE
- EXISTING PERMITTED CHAINLINK FENCE TO REMAIN
- EXISTING CONCRETE CURB, GUTTER AND SIDEWALK PER CITY STANDARDS TO BE REPAIRED IF DAMAGED
- EXISTING CLASS II BASE TO BE REMOVED AND REPLACED WITH CONCRETE PAVEMENT
- EXISTING TRUCK PARK AND STORAGE SPACES TO BE REMOVED
- EXISTING 8" HIGH X 8'-0" LONG RAILROAD TIES TO BE REMOVED
- EXISTING PERMITTED LANDSCAPING AND IRRIGATION TO BE REPLACED PER L-1, L-2 & L-3
- EXISTING PERMITTED OFFICE TRAILER TO REMAIN (YEAR CONSTRUCTED - 2006)
- EXISTING SDGE ELECTRICAL TRANSFORMER TO BE REPLACED OR UPGRADED BY SDGE
- EXISTING PATH OF TRAVEL
- EXISTING FIRE SERVICE LINE PER ENGINEERING DRAWINGS NO. 23871-D
- EXISTING GENERAL UTILITIES BASEMENT ACCESS ROAD (PER DWG. 23871-210)
- EXISTING CONCRETE SWALE PER CIVIL DRAWINGS TO REMAIN
- EXISTING TOP OF SLOPE TO REMAIN
- EXISTING PERMITTED TRASH ENCLOSURE TO REMAIN
- EXISTING PERMITTED ACCESSIBLE RAMP AND STAIRS TO REMAIN
- EXISTING IRRIGATION WATER LINE
- EXISTING 18" RCP STORMDRAIN SYSTEM
- EXISTING ACCESSIBLE AND STANDARD PARKING SPACES
- EXISTING LIGHT POLE & FIXTURE
- EXISTING TRUCK PARK AND STORAGE SPACES TO REMAIN
- EXISTING CONCRETE CURB TO BE REMOVED
- EXISTING ASPHALT PAVEMENT
- PROPOSED CONCRETE DRIVEWAY PER CITY STANDARDS - ALIGNMENT TO BE PERPENDICULAR TO CURB LINE
- PROPOSED CONCRETE PAVEMENT
- PROPOSED ASPHALT PAVEMENT FOR VEHICULAR PARKING
- PROPOSED 8" HIGH CONCRETE CURB
- PROPOSED 8" HIGH CONCRETE WHEEL STOP PER CITY STANDARDS
- PROPOSED CONCRETE LOADING RAMP
- PROPOSED LIGHT POLE & FIXTURE
- PROPOSED LOADING DOCK AREA
- PROPOSED LANDSCAPE AND IRRIGATION
- PROPOSED LEVEL AREA
- PROPOSED FIRE SERVICE LINE TO NEW BUILDING
- PROPOSED 162 S.F. TRASH ENCLOSURE, 90 S.F. FOR REFUSE & 90 S.F. FOR RECYCLABLE MATERIALS
- PROPOSED DETECTABLE WARNING
- PROPOSED 5'-0" WIDE CONCRETE WALKWAY FOR ACCESSIBLE PATH OF TRAVEL
- PROPOSED PRIVATE STORMDRAIN PER GRADING PLAN
- PROPOSED FIRE HYDRANT PER FIRE DEPARTMENT AND CITY OF SAN DIEGO STANDARDS
- PROPOSED CONCRETE TILT-UP PANEL WALL FOR SCREENING
- PROPOSED PRIVATE SEWER LINE PER ENGINEERING DRAWINGS
- PROPOSED 9'-6" X 18'-0" CARPOOL AND ZERO EMISSION VEHICLES PARKING SPACE PER CITY STANDARDS (TOTAL 6)
- PROPOSED 3' X 10' MOTORCYCLE PARKING SPACES PER CITY STANDARDS (TOTAL 2)
- PROPOSED SHORT-TERM BICYCLE RACKS PERMANENTLY ANCHORED WITHIN 200' OF VISITOR ENTRANCE (TOTAL 4)
- PROPOSED 3' X 7' EA. LONG-TERM BICYCLE COVERED LOCKABLE ENCLOSURES (TOTAL 4)
- PROPOSED 9'-6" X 18'-0" VEHICULAR PARKING SPACE PER CITY STANDARDS
- PROPOSED VAN ACCESSIBLE 9'-6" X 26'-0" AUTO PARKING SPACE PER STANDARDS
- PROPOSED ACCESSIBILITY SIGNS
- PROPOSED TRUCK PARK & STORAGE SPACE PER CITY STANDARDS
- PROPOSED LOADING DOCK WALL
- VISIBILITY TRIANGLES PER CITY STANDARDS (LDD 113.0273) AND LEGEND
- SETBACK LINES
- LINE OF VISIBILITY PROJECTED PERPENDICULARLY TO A SINGLE PLANE PARALLEL TO ADJUTING P.R.O.W.
- ACCESSIBLE PATH OF TRAVEL (SECTION 11B - 405.3):
A. RUNNING SLOPES NOT TO EXCEED 1:20 (5% GRADE)
B. GROSS SLOPE NOT TO EXCEED 1:48 (2% GRADE)
- PROPOSED EV-CHARGING STATIONS PER 2018 CGB 60.
- PROPOSED AMBULATORY EV PARKING SPACES PER SECTIONS 11B-228.3 & 11B-612
- PROPOSED LINE OF AREA TO BE CONSERVED PERMANENTLY IN THE COVENANT OF EASEMENT (C.O.E.)
- PROPOSED BIO-FILTRATION BASIN (TREATMENT BASIN) PER SHEET C1
- PROPOSED TURNAROUND AT THE END OF DRIVE AISLE TO BE STAPED AS REQUIRED
- PROPOSED OVERHEAD CLEARANCE BAR WITH REFLECTIVE TAPE & GRAPHICS PER DETAIL A, SHEET A1.2 (TO BE LOCATED NO MORE THAN 16'-0" FROM THE PROPOSED DRIVEWAY)



1250 Columbia Street
Suite 202
San Diego, CA 92101
(619) 230-1088
www.trhinc.com



CLIENT:
**NOBLE HOUSE
REAL ESTATE, LLC**

8882 SIEMPRE VIVA RD, SUITE A
SAN DIEGO, CA 92164

PROJECT:
**Baja Freight
SDP**

APN: 667-050-68

8852 CALLE DE LINEA
SAN DIEGO, CA 92154

REVISION	ITEM	DATE
1		
2		
3		
4		
5		

THIS SET

- PERMIT SUBMITTAL 11/3/2016
- FULL SUBMITTAL 4/3/2017
- PLAN CHECK 1 10/27/2017
- PLAN CHECK 2 7/30/2018
- PLAN CHECK 3 8/11/2018
- CONSTRUCTION
- AS-BUILT

SHEET TITLE / CONTENTS

**SITE PLAN,
KEYNOTES &
LEGENDS**

TRH PROJECT#: 263-15-SDP
SCALE: AS NOTED
DRAWN BY: TRH
DATE DRAWN: 8/16/2018
CHECKED BY: KDS

SHEET: 2 OF 14

A1.1

Baja Freight Forwarders SDP

Site Plan

Environmental Analysis Section Project No. 521798
CITY OF SAN DIEGO · DEVELOPMENT SERVICES DEPARTMENT

