



THE CITY OF SAN DIEGO

## Report to the Planning Commission

DATE ISSUED: August 17, 2017 REPORT NO. PC-17-065

HEARING DATE: August 24, 2017

SUBJECT: STREET AUTO DISMANTLING AMENDMENT. Process Four Decision

PROJECT NUMBER: [537267](#)

REFERENCE: [Report No. PC-16-013](#)

OWNER/  
APPLICANT: Street/Cone LLC DDA Cone Properties and Street Properties, Inc.  
John Leppert

### SUMMARY

Issue: Should the Planning Commission approve an application to maintain an existing automobile wrecking and dismantling facility located at 1140, 1328, 1440, 1560, and 1564 Heritage Road in the Otay Mesa Community Plan area?

#### Staff Recommendation(s):

1. APPROVE Planned Development Permit No. 1976986;
2. APPROVE Site Development Permit No. 1971555; and
3. APPROVE Conditional Use Permit No. 1971554.

Community Planning Group Recommendation: On April 19, 2017 the Otay Mesa Planning Group voted 10-0-1 to recommend approval of the project with no conditions (Attachment 10).

Environmental Review: On June 2, 2017 by resolution No. 4781-PC-1, the Planning Commission adopted Mitigated Negative Declaration No. 91725 and the associated Mitigation, Monitoring and Reporting Program for the Street Auto Dismantling project. The Street Auto Dismantling Amendment project was reviewed by the Environmental Analysis Section and it was determined that in accordance with California Environmental Quality Act (CEQA) Guidelines Section 15162(a): (1) no substantial changes are proposed to the project which would require major revisions of the previous MND; (2) no substantial changes have occurred with respect to the circumstances under which the project is undertaken that would require any revisions to the previous MND; and (3) there is no new information of substantial importance that was not known and could not have been known at the time the

previous MND was certified. Therefore, no subsequent MND or other environmental document is needed for this project, as all of the impacts were adequately addressed and disclosed in MND No. 91725.

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 96-acre site is located at 1140, 1328, 1440, 1560, and 1564 Heritage Road in the IH-1-1/IL-2-1/OC-1-1/AR-1-1 zones within the Otay Mesa Community Plan area. Surrounding the site is undeveloped land within the Multi-Habitat Planning Area (MHPA) to the north, to the east an existing auto dismantling facility and the western periphery of Brown Field, while Otay Mesa Road, and undeveloped land exist to the south and industrial developments exist to the west.

The existing auto dismantling facility north of Datsun Street, located at 1140, 1328, and 1440 Heritage Road (Attachment 6), has been at this location since 1973. Conditional Use Permit (CUP) No. 82-0114 was approved in May of 1982 for a five year extension to the 1973 CUP. In October 1988, CUP No. 88-0312 was approved for an additional five years. In November of 1993, a CUP application was submitted for the continued operation of the automobile wrecking and dismantling facility under CUP No. 93-0633 for a permanent use.

For the area south of Datsun Street, located at 1560 and 1564 Heritage Road (Attachment 6), in June 1990, CUP No. 90-0150 was approved for an impound vehicle and semi-tractor trailer storage yard and auto dismantling and sales. 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, located at 1140, 1328, and 1440 Heritage Road to combine their projects and process them together creating a 102-acre project site. The facility currently houses 35 leasehold operations north of Datsun Street and 68 leaseholds south of Datsun Street. The hours of operation are 7:00 A.M. to 5:00 P.M., seven days a week.

On June 2, 2016 the Planning Commission voted 7-0-0 to approve CUP No. 1267106 and Site Development Permit No. 1267107 for the combined site with the condition that that a bike lane be added within the Otay Mesa Road right-of-way if adequate area exists between the existing curbs to the satisfaction of the City Engineer. Subsequent to the approval of the combined wrecking and auto dismantling facility, one of the four owners was not amenable to signing and notarizing the CUP for recordation. The property owners ultimately agreed to part ways and pursue independent CUPs. This current application before the Planning Commission is essentially the same project approved on June 2, 2016 accepting the owner's removal of six acres (Attachment 6).

The proposed and existing 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, the “end of life” or “carcass” automobiles are sold and/or transported off site for metal scraps and plastic resin recycling. The facility includes accessory uses associated with the primary use 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.

## DISCUSSION

### Project Description:

The project proposes the continued operation of an existing automobile wrecking and dismantling facility that includes public improvements, screening and onsite modifications to be completed in three phases over seven years. The project requires the installation of public right-of-way improvements and public and private infrastructure improvements, including a water main, sewer main, and fire protection facilities such as fire hydrants water systems and a private sewer system. New fire hydrants will be installed along Heritage Road and within the private drive for fire emergencies. Additionally, landscaping with combination masonry wall/screening fences and the replacement and installation of new commercial coaches with required on-site parking for each lease-hold is required, and are outlined within the Permit conditions (Attachment 8). The project includes an Implementation Plan that clarifies for City staff and the parties that will be subject to the terms and conditions of the CUP, the project's required public and private improvements, their timing, and the mechanics of the improvements implementation. The Implementation Plan will facilitate the phased development and will be stamped Exhibit “A” (Attachment 11).

The project requires a CUP for the facility in accordance with San Diego Municipal Code (SDMC) Section [141.1008](#), and a Site Development Permit (SDP) for development on a site containing environmentally sensitive lands per SDMC Section [143.0110](#), and for proposed public improvements of over 3,000 linear feet of property frontage in accordance with SDMC Section [142.0612](#). Additionally, a Planned Development Permit (PDP) is required for landscape deviations in accordance with SDMC Section [126.0602](#).

### Hazardous Waste and Runoff:

The applicant and all of his tenants are required to comply with the used oil recycling and/or hazardous waste recycling programs in accordance with County of San Diego of Environmental Health and the Storm Water Quality Control Plan 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 Otay Mesa community 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. The Otay Mesa Community Plan recommends aesthetically pleasing design and landscaping for all development proposals and reduction or mitigation of the environmental and negative impacts, of heavy industrial uses on surrounding areas, such as noise, visual, and air quality impact through landscape, site orientation, fencing, and screening. The project implements these objectives 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. Along 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 Design Element. The project site is located over 1,000 feet from sensitive receptors such as schools, parks, and residential area and will not have an effect on these uses.

### Project-Related Issues:

Landscape Deviation -The proposed project includes a deviation allowed through a PDP to landscaping associated with the Vehicular Use Area (VUA) requirements.

<b>Vehicular Use Area (VUA) Landscape Requirement Deviation</b>	
<b>Proposed</b>	<b>Required</b>
All required VUA material to be allocated to the front yard and street side yards adjacent to the public right-of-way.	Five percent inside the street yard and three percent outside street yard or 40 square feet per tree if VUA under 6,000 square feet.

The Citywide landscape ordinance for industrial developments in industrial zones determines a VUA by multiplying the square footage of the VUA located within the street yard by five-percent and three-percent located outside the street yard when the VUA is over 6,000 square feet. When the VUA is under 6,000 square feet, 40 square feet per required VUA tree is needed. 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 that would normally be required within the VUA to the front and 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 SDMC.

Moving the VUA 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 General Plan and the Otay Mesa Community Plan. The deviation is appropriate and will result in a more desirable project than would be achieved if designed in strict conformance with the development regulations of the applicable zone.

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 landowners 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 of motor vehicles 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:

With the approval of the deviation, the project meets all applicable regulations and policy documents, and staff finds the project consistent with the recommended land use, design guidelines, and development standards in effect for this site per the SDMC, the Otay Mesa Community Plan and the General Plan, thus, staff recommends approval of the project.

ALTERNATIVES:

1. Approve Conditional Use Permit 1971554, Planned Development Permit No. 1976986, and Site Development Permit No. 1971555, with modifications.
2. Deny Conditional Use Permit 1971554, Planned Development Permit No. 1976986, and Site Development Permit No. 1971555, if the finding required to approve the project cannot be affirmed.

Respectfully submitted,



Elyse W. Lowe  
Deputy Director  
Development Services Department



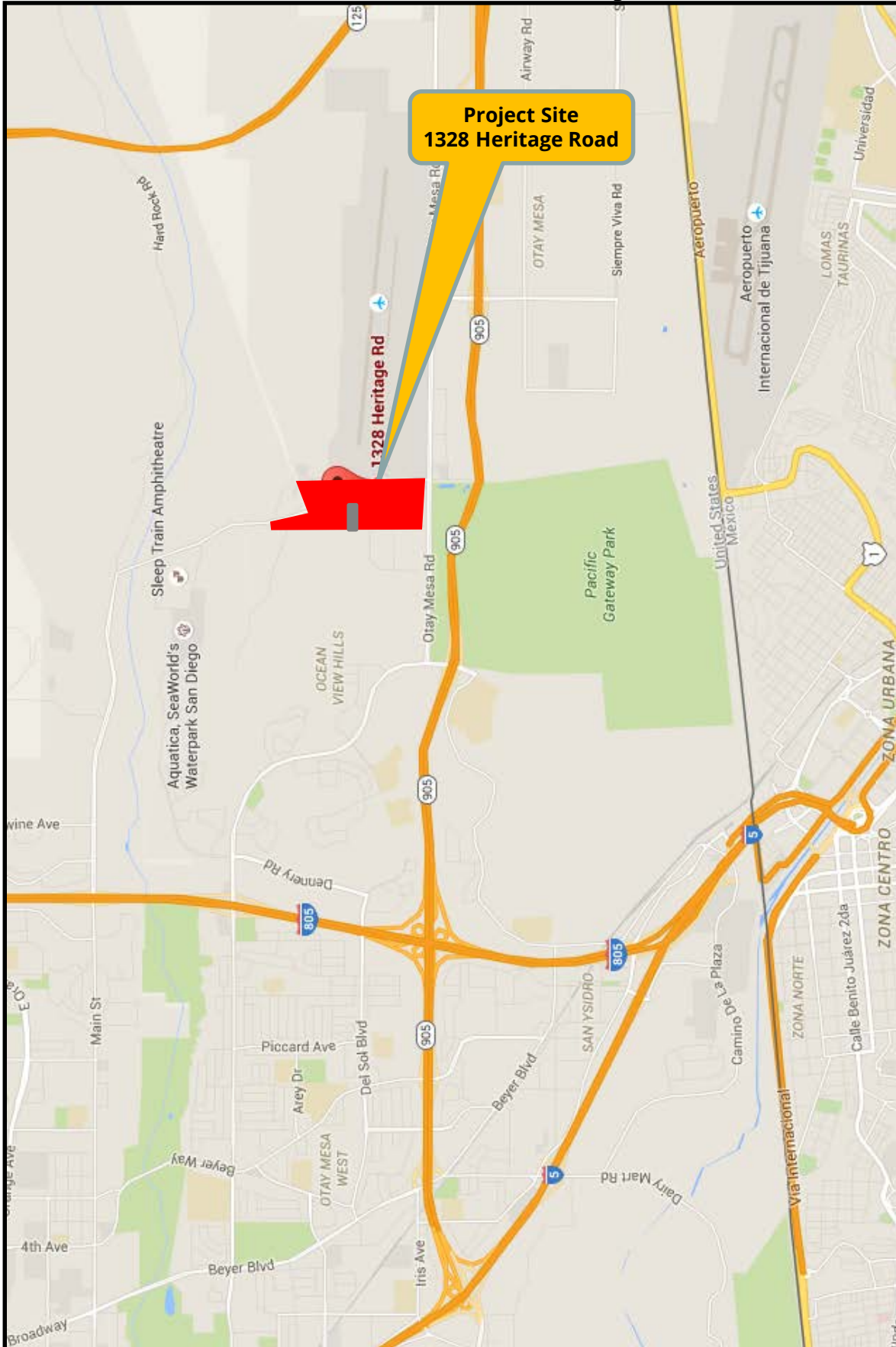
William Zounes,  
Project Manager  
Development Services Department

Attachments:

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

# Attachment 1

## Project Location Map



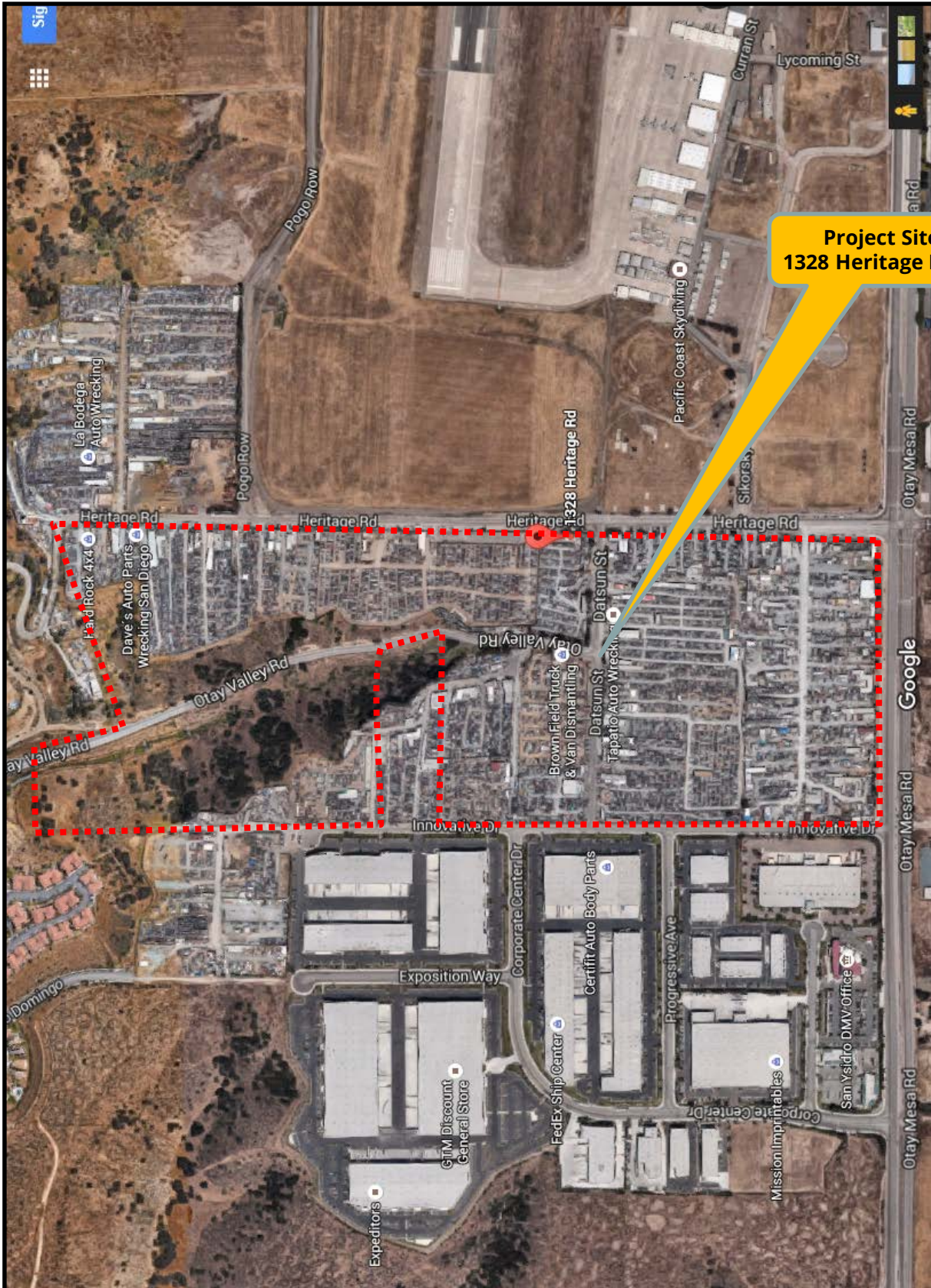
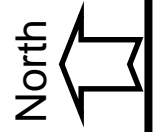
**Project Location Map**  
**Street Auto Dismantling Project No. 537267**  
**1328 Heritage Road**





## Attachment 2

### Aerial Photograph of Site



**Project Site**  
**1328 Heritage Road**

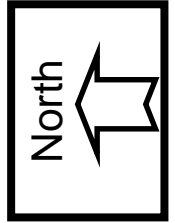
## Aerial Photograph (Birds Eye)

**Street Auto Dismantling Project No. 537267**

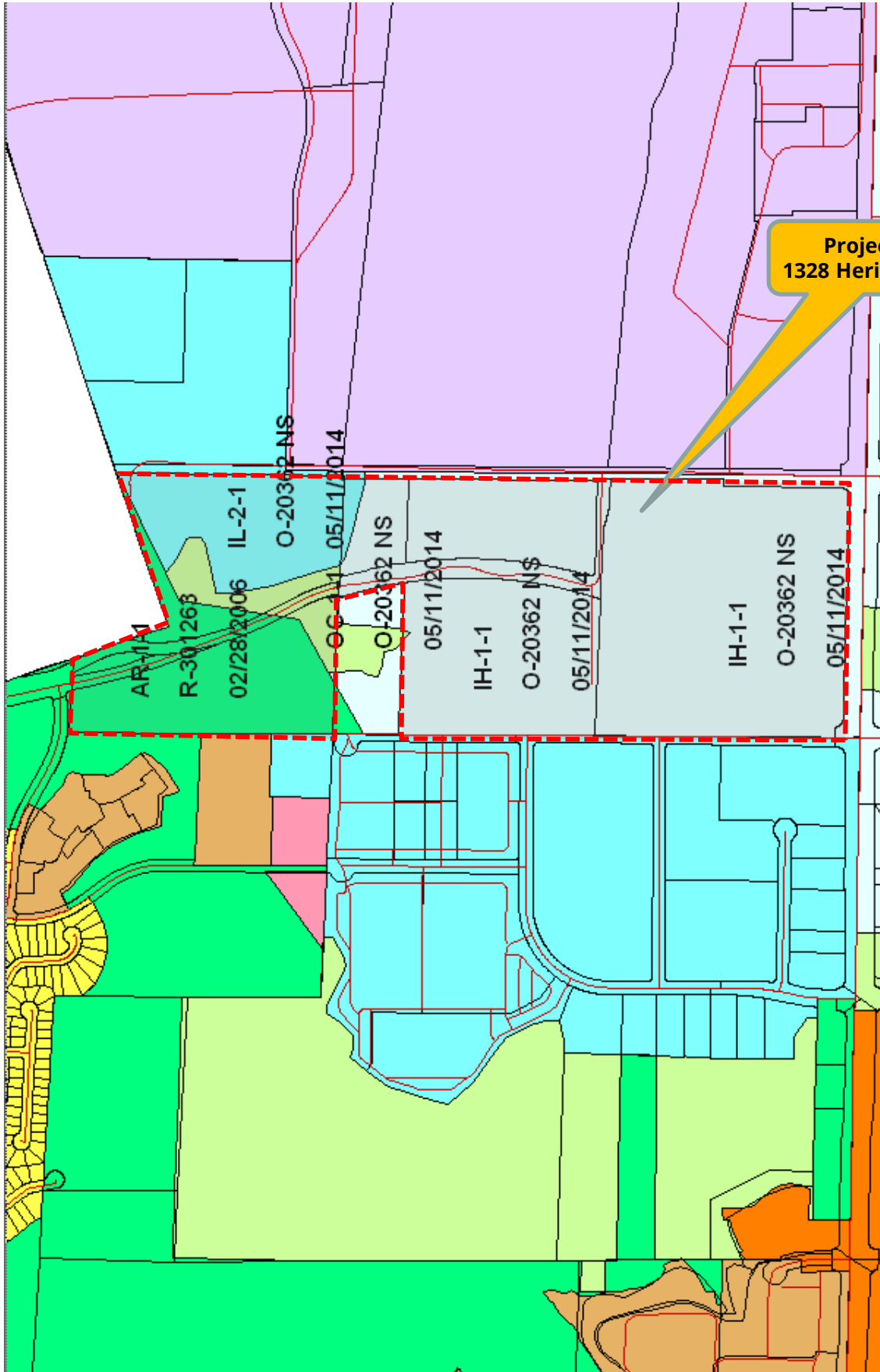
**1328 Heritage Road**



# Attachment 3 Zoning Map



Project Site  
1328 Heritage Road



## Zoning Map

Street Auto Dismantling Project No. 537267  
1328 Heritage Road





# Attachment 4 Otay Mesa Land Use plan



## Land Use Plan (Otay Mesa)

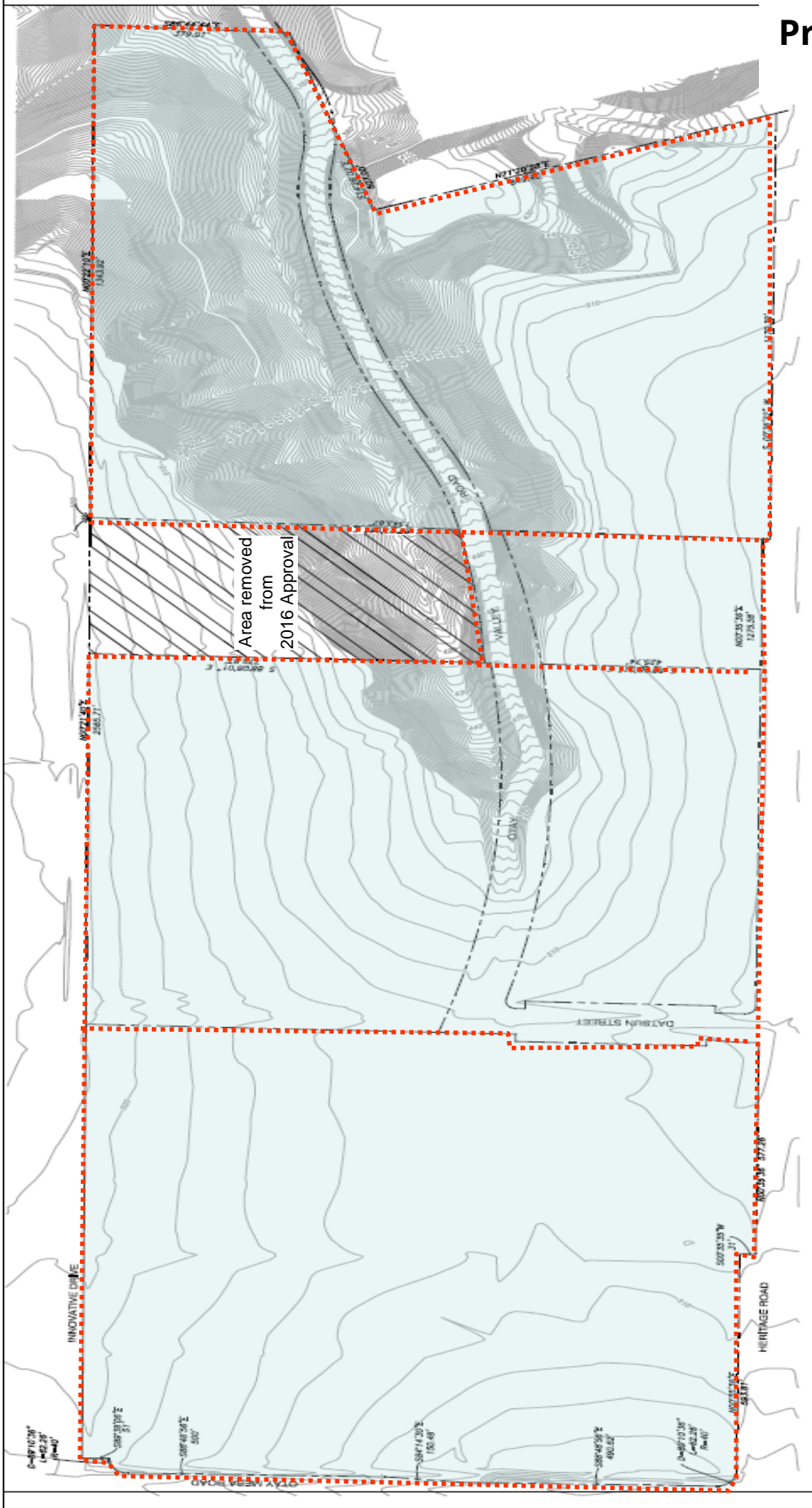
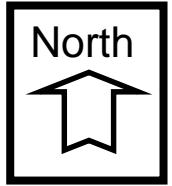
Street Auto Dismantling Project No. 537267

1328 Heritage Road



## PROJECT DATA SHEET

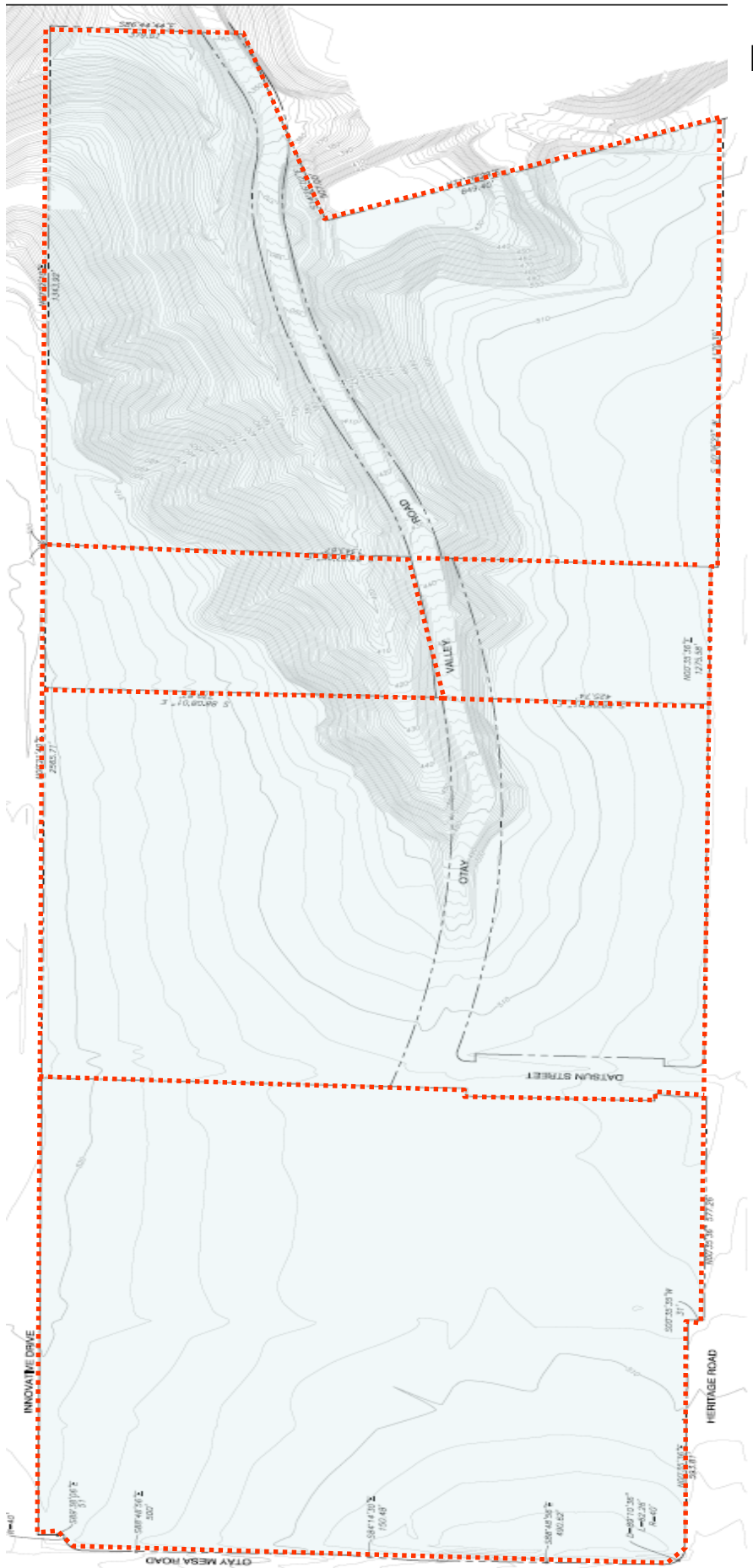
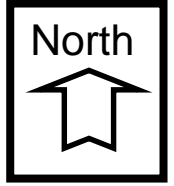
<b>PROJECT NAME:</b>	Street Auto Dismantling Amendment	
<b>PROJECT DESCRIPTION:</b>	Conditional Use Permit/Site Development Permit for an auto dismantling facility located at 1328 Heritage Road covering 96-acres.	
<b>COMMUNITY PLAN AREA:</b>	Otay Mesa	
<b>DISCRETIONARY ACTIONS:</b>	Conditional Use Permit/Site Development Permit	
<b>COMMUNITY PLAN LAND USE DESIGNATION:</b>	Industrial	
<b><u>ZONING INFORMATION:</u></b>  <b>ZONE:</b> IL-2-1; AR-1-1; OC-1-1; IH-1-1 <b>HEIGHT LIMIT:</b> N/A <b>LOT SIZE:</b> 96-acres total <b>FLOOR AREA RATIO:</b> 2.0 <b>FRONT SETBACK:</b> 15/20 feet IL-2-1; 20/25 feet IH-1-1 <b>SIDE SETBACK:</b> 10 feet IL-2-1; 15 feet IH-1-1 <b>STREETSIDE SETBACK:</b> 15/20 feet IL-2-1; 20/25 feet IH-1-1 <b>REAR SETBACK:</b> 25 feet IL-2-1/30 feet IH-1-1 <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		
<b><u>ADJACENT PROPERTIES:</u></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; CC-2-3/IBT-1-1/IC-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 parking area requirements (Vehicular Use Area requirements).	
<b>COMMUNITY PLANNING GROUP RECOMMENDATION:</b>	On April 19, 2017 the Otay Mesa Planning Group voted 10-0-1 to recommend approval of the project with no conditions	



**Project Boundary: 2017**  
**Street Auto Dismantling Project No. 537267**  
**1328 Heritage Road**







**Project Boundary: 2016**  
**Street Auto Dismantling Project No. 537267**  
**1328 Heritage Road**



PLANNING COMMISSION  
PLANNED DEVELOPMENT PERMIT NO. 1976986  
CONDITIONAL USE PERMIT NO. 1971554  
SITE DEVELOPMENT PERMIT NO. 1971555  
**STREET AUTO DISMANTLING AMENDMENT PROJECT NO. 537267 MMRP**  
AMENDMENT TO:  
CONDITIONAL USE PERMIT NO. 1267106  
SITE DEVELOPMENT PERMIT NO. 1267107

WHEREAS, OTAY YARDS LLC DBA CONE PROPERTIES and STREET PROPERTIES, INC, Owners/Permittees, filed an application with the City of San Diego for a permit for the operation of an automobile wrecking and dismantling facility to be completed in three phases over seven years (as described in and by reference to the approved Exhibits "A" and corresponding conditions of approval for the associated Permit Nos. 1971554, 1971555, and 1976986), on portions of a 96.31-acre site;

WHEREAS, the project site is located at 1140, 1328, 1440, 1560, and 1564 Heritage Road in the IH-1-1/IL-2-1/OC-1-1/AR-1-1 zones within the Otay Mesa Community Plan area;

WHEREAS, the project site is legally described as The southeast quarter of the southeast quarter of Section 29, Township 18 south, Range 1 west and the northeast quarter of the southeast quarter of Section 29, Township 18 south, Range 1 west and the southeast 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;

WHEREAS, on August 24, 2017, the Planning Commission of the City of San Diego considered Conditional Use Permit No. 1971554, Site Development Permit No. 1971555, and Planned Development Permit No. 1976986 pursuant to the Land Development Code of the City of San Diego; NOW, THEREFORE,

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 August 24, 2017.

FINDINGS:

**A. CONDITIONAL USE PERMIT - SECTION 126.0305**

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

The project proposes the continued operation of an existing automobile wrecking and dismantling facility with public and private improvements located at 1140, 1328, 1440, 1560, and 1564 Heritage Road in the IH-1-1/IL-2-1/OC-1-1/AR-1-1 zones. Within the Otay Mesa Community Plan the site is designated as Heavy Industrial Light Industrial with a small portion designated as Open Space. 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, to the south is Otay Mesa Road and undeveloped land, and to the west are industrial developments.

The Otay Mesa community 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. The Otay Mesa Community Plan recommends aesthetically pleasing design and landscaping for all development proposals and reduction or mitigation of the environmental and negative impacts, of heavy industrial uses on surrounding areas, such as noise, visual, and air quality impact through landscape, site orientation, fencing, and screening. The project implements these objectives 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. Along 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 Design Element.

The project site is located over 1,000 feet from sensitive receptors such as schools, parks, and residential area and will not have an effect on these uses. Therefore, the proposed development will not adversely affect the applicable land use plan.

**b. 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 monitoring 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.

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

The project requires a Conditional Use Permit to maintain an existing outdoor automobile wrecking and dismantling facility, a Site Development Permit for a project site containing environmentally sensitive lands, and a Planned Development Permit for deviations to landscape requirements.

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 IH-1-1/IL-2-1/OC-1-1/AR-1-1 zones and San Diego Municipal Code Section 141.1009, 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 a deviation allowed through a Planned Development Permit to landscape associated with the Vehicular Use Area (VUA) requirements.

<b>Vehicular Use Area (VUA) Landscape Requirement</b>	
<b>Proposed</b>	<b>Required</b>
All required VUA material to be allocated to the front yard and street side yard adjacent to the public right-of-way.	Five percent inside the street yard and three percent outside street yard or 40 square feet per tree if VUA under 6,000 square feet.

The Citywide landscape ordinance for industrial developments in industrial zones determines a VUA by multiplying the square footage of the VUA located within the street yard by five-percent and three-percent located outside the street yard when the VUA is over 6,000 square feet. When the VUA is under 6,000 square feet, 40 square feet per required VUA tree is needed. 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 that would normally be required within the VUA to the front and 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 VUA 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 General Plan and the Otay Mesa Community Plan. Therefore the proposed development will comply with the regulations of the Land Development Code including any allowable deviations pursuant to the Land Development Code.

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

The 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 commercial coaches and installation of paved parking along with private water and sewer hook ups with each new office.

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. The project site is located over 1,000 feet from sensitive receptors such as schools, parks, and residential area and will not have an effect on these uses. Therefore, the proposed use is appropriate at the proposed location.

**B. SITE DEVELOPMENT PERMIT – SDMC SECTION 126.0504**

**1. Findings for all Site Development Permits:**

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

Please see Conditional Use Permit Finding No. 1 above for fact supporting this finding. For the reasons described in that finding, which are hereby incorporated

into this finding by reference, the proposed project and its associated site improvements fully satisfy the general intent of the adopted Land Use Plan.

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

Please see Conditional Use Permit Finding No. 2 above for fact supporting this finding. For the reasons described in that finding, which are hereby incorporated into this finding by reference, the proposed development will not be detrimental to the public health, safety, and welfare.

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

Please see Conditional Use Permit Finding No. 3 above for fact supporting this finding. For the reasons described in that finding, which are hereby incorporated into this finding by reference, the proposed development will comply with the applicable regulations of the Land Development Code, including any allowable deviations pursuant to the Land Development Code.

**2. Supplemental findings - Environmentally Sensitive Lands:**

**a. The site is physically suitable for the design and siting of the proposed development and the development will result in minimum disturbance to environmentally sensitive lands.**

The automotive dismantling facility has been in existence since 1973 at which time the site was mass graded to support the use. The proposed project will grade a portion of the site to include 6,075 cubic yards of cut at a maximum depth of two feet to accommodate required site drainage, a new asphalt concrete driveway, and new private water sewer facility. The project proposes numerous grass swales and storm water filtering facilities to capture any runoff from the site.

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 noise study. The documents concluded that mitigation measures were required for potential impacts to Multi-Habitat Planning Area (MHPA) Land Use Adjacency and Paleontological Resources. Mitigation measures include the monitor of grading and ensuring that the project meet the requirements of the MSCP 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.

Due to improved drainage runoff and mitigation for the MHPA, the project is therefore physically suitable for the design and siting of the proposed development

and the development will result in minimum disturbance to environmentally sensitive lands.

**b. The proposed development will minimize the alteration of natural land forms and will not result in undue risk from geologic and erosional forces, flood hazards, or fire hazards.**

The site is not located with a flood plain and has been previously graded to a relatively flat pad. Proposed finish grading is designed to have drainage flow various grass swales and storm water filtering facilities avoiding runoff to the public streets. According to the City of San Diego's Seismic Safety Study, the project lies within Geologic Hazard Category 53 with moderate to low risk for instability. In addition, the project site is not located on nor is it adjacent to an earthquake fault. The project would be required to utilize proper engineering design and utilization of standard construction practices, to be verified at the grading permit stage. Brush Management for fire safety is required for the project as native vegetation exist along the north perimeter of the site and is inclusive of the MHPA. Limited thinning of vegetation will be required in Zone 2 (35-foot width) and Zone 1 (55-foot width from the canyon rim) will remain as an unimproved and uninhabited dismantling area of the site. Beyond Zone 1 will be dismantling and storage of automotive parts and associated offices. New fire hydrants will be installed along Heritage Road and within the private drive for fire emergencies.

Therefore the proposed development will minimize the alteration of natural land forms and will not result in undue risk from geologic and erosion forces, flood hazards, or fire hazards.

**c. The proposed development will be sited and designed to prevent adverse impacts on any adjacent environmentally sensitive lands.**

The automotive dismantling facility has been in existence since 1973 at which time the site was mass graded to administer the use. The proposed project will fine grade a portion of the site to include 6,075 cubic yards of cut at a maximum depth of two feet to accommodate required site drainage, a new asphalt concrete driveway, and new private water sewer facility. The project proposes numerous grass swales and storm water filtering facilities to capture any runoff from the site.

A Mitigated Negative Declaration was prepared for the project which a review of a water quality technical report, drainage study, biology study, green house gas report, sewer study, archeology study, and noise study. The documents concluded that mitigation measures were required for potential impacts to Multi-Habitat Planning Area (MHPA) Land Use Adjacency and Paleontological Resources. Mitigation measures include the monitor of grading and ensuring that the project meet the requirements of the MSCP 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. Due to improved drainage runoff and mitigation for the MHPA, the project

is therefore physically suitable for the design and sitting of the proposed development and the development will result in minimum disturbance to environmentally sensitive lands. Because of the mitigation measures to Multi-Habitat Planning Area (MHPA) Land Use Adjacency and Paleontology resources, the project now avoids or mitigates any potentially significant environmental impacts to environmentally sensitive lands. Therefore, the proposed development will be sited and designed to prevent adverse impacts on any adjacent environmentally sensitive lands.

**d. The proposed development will be consistent with the City of San Diego's Multiple Species Conservation Program (MSCP) Subarea plan.**

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 noise study. The documents concluded that mitigation measures were required for potential impacts to Multi-Habitat Planning Area (MHPA) Land Use Adjacency and Paleontological Resources. Mitigation measures include the monitor of grading and ensuring that the project meet the requirements of the MSCP 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. Due to improved drainage runoff and mitigation for the MHPA, the project is therefore physically suitable for the design and sitting of the proposed development and the development will result in minimum disturbance to environmentally sensitive lands. Because of the mitigation measures to Multi-Habitat Planning Area (MHPA) Land Use Adjacency and Paleontology resources, the project now avoids or mitigates any potentially significant environmental impacts to environmentally sensitive lands. Therefore, the proposed development will be consistent with the city of San Diego's multiple species conservation program (MSCP) Subarea plan.

**e. The proposed development will not contribute to the erosion of public beaches or adversely impact local shoreline sand supply.**

The site is located approximately ten miles from a public beach or shoreline therefore the project will not contribute to the erosion of public beaches or adversely impact local shoreline sand supply.

**f. The nature and extent of mitigation required as a condition of the permit is reasonably related to, and calculated to alleviate, negative impacts created by the proposed development.**

The automotive dismantling facility has been in existence since 1973 at which time the site was mass graded to administer the use. The proposed project will grade a portion of the site to include 6,075 cubic yards of cut at a maximum depth of two feet to accommodate required site drainage, a new asphalt concrete driveway, and



new private water sewer facility. The project proposes numerous grass swales and storm water filtering facilities to capture any runoff from the site.

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 noise study. The documents concluded that mitigation measures were required for potential impacts to Multi-Habitat Planning Area (MHPA) Land Use Adjacency and Paleontological Resources. Mitigation measures include the monitor of grading and ensuring that the project meet the requirements of the MSCP 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. Due to improved drainage runoff and mitigation for the MHPA, the project is therefore physically suitable for the design and siting of the proposed development and the development will result in minimum disturbance to environmentally sensitive lands. Because of the mitigation measures to Multi-Habitat Planning Area (MHPA) Land Use Adjacency and Paleontology resources, the project now avoids or mitigates any potentially significant environmental impacts to environmentally sensitive lands. Therefore, the nature and extent of mitigation required as a condition of the permit is reasonably related to, and calculated to alleviate, negative impacts created by the proposed development.

**C. Planned Development Permit – SDMC Section 126.0604**

**1. Findings for all Planned Development Permits:**

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

The project proposes the continued operation of an existing automobile wrecking and dismantling facility with public and private improvements located at 1140, 1328, 1440, 1560, and 1564 Heritage Road in the IH-1-1/IL-2-1/OC-1-1/AR-1-1 zones. Within the Otay Mesa Community Plan the site is designated as Heavy Industrial Light Industrial with a small portion designated as Open Space. 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, to the south is Otay Mesa Road and undeveloped land, and to the west are industrial developments.

The Otay Mesa community 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. The Otay Mesa Community Plan recommends aesthetically pleasing design and landscaping for all development proposals and reduction or mitigation of the environmental and negative impacts, of heavy industrial uses on surrounding areas, such as noise, visual, and air quality impact through landscape, site orientation, fencing, and

screening. The project implements these objectives 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. Along 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 Design Element. Due to the heavy industrial nature of the use, the project proposes to reallocate the necessary plants that would normally be required within the VUA to the front and 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 and recommended by the Otay Mesa Community Plan.

The project site is located over 1,000 feet from sensitive receptors such as schools, parks, and residential area and will not have an effect on these uses. Therefore, the proposed development will not adversely affect the applicable land use plan.

**b. 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 monitoring 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. Due to the heavy

industrial nature of the use, the project proposes to reallocate the necessary plants that would normally be required within the VUA to the front and 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. Therefore, the proposed development will not be detrimental to the public health, safety, and welfare.

- c. The proposed development will comply with the regulations of the Land Development Code including any proposed deviations pursuant to Section 126.0602(b)(1) that are appropriate for this location and will result in a more desirable project than would be achieved if designed in strict conformance with the development regulations of the applicable zone, and any allowable deviations that are otherwise authorized pursuant to the Land Development Code.**

The project requires a Conditional Use Permit to maintain an existing outdoor automobile wrecking and dismantling facility, a Site Development Permit for a project site containing environmentally sensitive lands, and a Planned Development Permit for deviations to landscape requirements.

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 IH-1-1/IL-2-1/OC-1-1/AR-1-1 zones and San Diego Municipal Code Section 141.1009, 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 a deviation allowed through a Planned Development Permit to landscape associated with the Vehicular Use Area (VUA) requirements.

<b>Vehicular Use Area (VUA) Landscape Requirement</b>	
<b>Proposed</b>	<b>Required</b>
All required VUA material to be allocated to the front yard and street side yard adjacent to the public right-of-way.	Five percent inside the street yard and three percent outside street yard or 40 square feet per tree if VUA under 6,000 square feet.

The Citywide landscape ordinance for industrial developments in industrial zones determines a VUA by multiplying the square footage of the VUA located within the street yard by five-percent and three-percent located outside the street yard when the VUA is over 6,000 square feet. When the VUA is under 6,000 square feet, 40 square feet per required VUA tree is needed. 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 that would normally be required

within the VUA to the front and 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 VUA 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 General Plan and the Otay Mesa Community Plan. Therefore, the proposed development will comply with the regulations of the Land Development Code including any proposed deviations pursuant to Section 126.0602(b)(1) that are appropriate for this location and will result in a more desirable project than would be achieved if designed in strict conformance with the development regulations of the applicable zone, and any allowable deviations that are otherwise authorized pursuant to the Land Development Code.

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

BE IT FURTHER RESOLVED that, based on the findings hereinbefore adopted by the Planning Commission, Planned Development Permit No. 1976986, Conditional Use Permit No. 1971554, and Site Development Permit No. 1971555 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. 1976986, 1971554, and 1971555 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: August 24, 2017  
IO#: 24007189

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

**WHEN RECORDED MAIL TO**  
**PROJECT MANAGEMENT**  
**PERMIT CLERK**  
**MAIL STATION 501**

INTERNAL ORDER NUMBER: 24001789 SPACE ABOVE THIS LINE FOR RECORDER'S USE

CONDITIONAL USE PERMIT NO. 1971554  
SITE DEVELOPMENT PERMIT NO. 1971555  
PLANNED DEVELOPMENT PERMIT NO. 1976986

**STREET AUTO DISMANTLING AMENDMENT PROJECT NO. 537267 MMRP**

AMENDMENT OF:

CONDITIONAL USE PERMIT NO. 1267106  
SITE DEVELOPMENT PERMIT NO. 1267107  
PLANNING COMMISSION

This Conditional Use Permit No. 1971554, Site Development Permit No. 1971555, and Planned Development Permit No. 1976986 amendment to Conditional Use Permit No. 1267106 and Site Development Permit No. 1267107 is granted by the Planning Commission of the City of San Diego to OTAY YARDS LLC DBA CONE PROPERTIES and STREET PROPERTIES, INC, Owners, and Permittees, pursuant to San Diego Municipal Code [SDMC] section 126.0502, 126.0602, and 126.0303. The 96.31-acre site is located at 1140, 1328, 1440, 1560, and 1564 Heritage Road in the IH-1-1/IL-2-1/OC-1-1/AR-1-1 zones within the Otay Mesa Community Plan area. The project site is legally described as: The southeast quarter of the southeast quarter of Section 29, Township 18 south, Range 1 west and the northeast quarter of the southeast quarter of Section 29, Township 18 south, Range 1 west and the southeast 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;

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 described and identified by size, dimension, quantity, type, and location on the approved exhibits [Exhibit "A"] dated August 24, 2017, on file in the Development Services Department.

The project will include:

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

- 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):
  - i. Deviation to the Vehicular Use Area where required landscape material to be allocated to the front yard adjacent to the public right-of-way;
- d. Off-street parking;
- e. Hours of operation limited to 7:00 A.M. – 5:00 P.M., seven days a week.
- f. Screening to include an eight-foot high chain link fence covered with green shade cloth and phased 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.
- h. This permit cancels, rescinds, and supersedes Conditional Use Permit No. 1267106 and Site Development Permit No. 1267107 approved by the City on June 2, 2016. Conditional

Use Permit No. 1267106 and Site Development Permit No. 1267107 is null and void and shall have no effect.

**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.

#### **PHASING PLAN**

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 May 10, 2013, has been prepared to outline the sequencing, timing, and organization of the phased development of this project. Failure to meet any of the Phasing Plan deadlines may result in further enforcement action, including, but not limited to: assessment of penalties, revocation of permits, or abatement of violations, in accordance with the requirements of the SDMC.

12. Phase 1 to be completed by August 24, 2020, to include below and as shown on the Exhibit "A" Implementation Plan:



- 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 six-inch Asphalt Concrete 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 eight-inch fire service line with private fire hydrants and private backflow preventers south of Datsun Street and a public eight-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 three-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; (must be completed by Phase 3)
- Installation of commercial coaches 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.

13. Phase 2 to be completed by August 24, 2022, to include below and as shown on the Exhibit "A" Implementation Plan:

- 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 eight-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 three-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 commercial coaches and required on-site parking for each lease hold north of Datsun Street and west of Otay Valley Road.
14. Phase 3 to be completed by August 24, 2024, to include below and as shown on the Exhibit "A" Implementation Plan:
- Installation of an eight-foot tall screening fence along Heritage Road and Datsun Street;
  - 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;
  - Installation of a three-inch private domestic water system to serve the area north of Datsun Street and east of Otay Valley Road if the existing water system is deemed insufficient;
  - Installation of commercial coaches 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.

**ENVIRONMENTAL/MITIGATION REQUIREMENTS:**

15. 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.

16. The mitigation measures specified in the MMRP and outlined in Mitigated Negative Declaration (MND) No. 91725 prepared for the Street Auto Dismantling project, shall be noted on the construction plans and specifications under the heading ENVIRONMENTAL MITIGATION REQUIREMENTS

17. The Owner/Permittee shall comply with the MMRP as specified in MND 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:**

18. 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.

19. 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.

20. 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)

21. 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:**

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

23. 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.

24. The drainage system proposed for this development, as shown on the site plan, is private and subject to approval by the City Engineer.

25. Prior to the issuance of any construction permit, the Owner/Permittee shall enter into a Maintenance Agreement for the ongoing permanent Best Management Practices (BMP) maintenance, satisfactory to the City Engineer.

26. Prior to the issuance of any construction permit, the Owner/Permittee shall incorporate any construction BMPs necessary to comply with Chapter 14, Article 2, Division 1 (Grading Regulations) of the SDMC, into the construction plans or specifications as determined by the City Engineer.

27. Prior to the issuance of any construction permit, the applicant shall prepare and obtain approval by the City Engineer of a Technical Report written to incorporate the Storm Water Standards in effect at the time of the construction permit issuance.

28. Development of this project shall comply with all storm water construction requirements of the State Construction General Permit, Order No. 2009-0009DWQ, 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.

29. 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. If 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.

**LANDSCAPE REQUIREMENTS:**

30. 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 preserve a 40 square-foot planting 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.

31. Construction plans shall preserve a 40 square-foot area around each tree which is unencumbered by hardscape and utilities.

32. Prior to Final Inspection of the commercial coach, it shall be the responsibility of the Owner/Permittee to install all required landscape and obtain all required landscape inspections.

33. The Owner/Permittee shall maintain all required landscape in a disease; weed; and litter-free condition at all times. Severe pruning or "topping" of trees is not permitted.

34. 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 is transferred to a Landscape Maintenance District or other approved entity.

**BRUSH MANAGEMENT PROGRAM REQUIREMENTS:**

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

**MULTIPLE SPECIES CONSERVATION PROGRAM:**

36. Prior to the issuance of any construction permits, the Owner/Permittee shall grant the on-site Multi 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 storm water 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.

37. The 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. 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 Owner/Permittee 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 Owner/Permittee by the City: (1) to grant Owner/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 Owner/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 Owner/Permittee maintaining the biological values of any and all lands committed for mitigation pursuant to this Permit and of full satisfaction by Owner/Permittee of mitigation obligations required by this Permit, as described in accordance with Section 17.1D of the IA.

**PLANNING/DESIGN REQUIREMENTS:**

38. 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.

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

40. 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.

41. 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:**

42. A minimum of three off-street parking spaces per net leasable 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.

43. 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.

44. 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.

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

46. 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 two inches in depth or its equivalent, satisfactory to the City Engineer.

47. Prior to August 24, 2020, the Owner/Permittee shall assure by permit and bond the construction of approximately 490 feet of full height curb, gutter, and a minimum five 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 August 24, 2020.

48. Prior to August 24, 2020, 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 five- foot wide sidewalk on the west side, satisfactory to the City Engineer. These improvements shall be completed and accepted by the City Engineer by August 24, 2024.

49. Prior to August 24, 2020, 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 August 24, 2024.

50. Prior to August 24, 2020, 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 August 24, 2024.

51. Innovative Drive is a four-lane collector (72'/96') transitioning to a two-lane collector (50'/70') between Otay Mesa Road and Corporate Center Drive. Prior to August 24, 2020, 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.

52. Innovative Drive is a two-lane collector (52'/76') between Corporate Center Drive and its northerly terminus. Prior to August 24, 2020, 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.

53. Prior to August 24, 2020, 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.

54. Prior to August 24, 2020, 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.

55. 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.

56. The Owner/Permittee shall restripe westbound Otay Mesa Road adjacent to the project site to provide a buffered Class II bicycle lane on or before by August 24, 2020, to the satisfaction of the City Engineer.

**PUBLIC UTILITIES DEPARTMENT REQUIREMENTS:**

57. Prior to the issuance of any construction permits, the Owner/Permittee shall assure by permit and bond the design and construction of an eight-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.
58. Prior to the issuance of any construction permit, the Owner/Permittee shall assure to match rest of permit, 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.
59. Prior to the issuance of any building permits, the Owner/Permittee shall obtain 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.
60. The Owner/Permittee shall obtain and record and have recorded an 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.
61. 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.
62. 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, 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.
63. Prior to Final Inspection of Phase 3, all public water and sewer facilities shall be complete and operational in a manner satisfactory to the Public Utilities Director and the City Engineer.
64. 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 by the owner at final engineering to comply with standards.
65. 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 three



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.

66. 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.

67. 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.

68. 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.

69. The proposed development is subject to the Otay Mesa Sewer Surcharge fee of \$1,691.64 per equivalent dwelling unit plus six-percent simple interest from March 12, 2008. This fees shall be paid at time of building permit issuance.

**INFORMATION ONLY:**

- The issuance of this discretionary permit alone does not allow the immediate commencement or continued operation of the proposed use on site. The operation allowed by this discretionary permit may only begin or recommence after all conditions listed on this permit

are fully completed and all required ministerial permits have been issued and received final inspection.

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

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.

- 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.

APPROVED by the Planning Commission of the City of San Diego on August 24, 2017.

**ATTACHMENT 8**

Permit Type/PTS Approval No.:CUP No.1971554

SDP No.1971555

PDP No. 1976986

Date of Approval: August 24, 2017

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.

Otay Yards LLC DBA Cone Properties

Street Properties Inc.

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

By \_\_\_\_\_  
Joe Street

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



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**

Street Auto Dismantling

**Project Address:**

1328 Heritage Road, San Diego, 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):

☐ 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:

Name of Individual (type or print):

☐ Owner ☐ Tenant/Lessee ☐ Redevelopment Agency

Street Address:

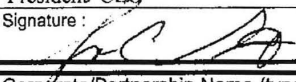
City/State/Zip:

Phone No:

Fax No:

Signature :

Date:

<b>Project Title:</b> Street Auto Dismantling	<b>Project No. (For City Use Only)</b>
<b>Part II - To be completed when property is held by a corporation or partnership</b>	
<b>Legal Status (please check):</b>	
<input checked="" type="checkbox"/> Corporation <input type="checkbox"/> Limited Liability -or- <input type="checkbox"/> General) What State? _____ Corporate Identification No. _____ <input type="checkbox"/> Partnership	
<p>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. <b>Note:</b> 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. <b>Additional pages attached</b>    <input type="checkbox"/> Yes    <input type="checkbox"/> No</p>	
<b>Corporate/Partnership Name (type or print):</b> Street Properties Inc	<b>Corporate/Partnership Name (type or print):</b>
<input checked="" type="checkbox"/> Owner <input type="checkbox"/> Tenant/Lessee	<input type="checkbox"/> Owner <input type="checkbox"/> Tenant/Lessee
<b>Street Address:</b> 1328 Heritage Road	<b>Street Address:</b>
<b>City/State/Zip:</b> San Diego, CA 92154	<b>City/State/Zip:</b>
<b>Phone No:</b> ( 619 ) 6616106 <b>Fax No:</b> ( 619 ) 661 1341	<b>Phone No:</b> <b>Fax No:</b>
<b>Name of Corporate Officer/Partner (type or print):</b> Joe C. Street	<b>Name of Corporate Officer/Partner (type or print):</b>
<b>Title (type or print):</b> President/ CEO	<b>Title (type or print):</b>
<b>Signature :</b>  <b>Date:</b> June 10, 17	<b>Signature :</b> <b>Date:</b>
<b>Corporate/Partnership Name (type or print):</b>	<b>Corporate/Partnership Name (type or print):</b>
<input type="checkbox"/> Owner <input type="checkbox"/> Tenant/Lessee	<input type="checkbox"/> Owner <input type="checkbox"/> Tenant/Lessee
<b>Street Address:</b>	<b>Street Address:</b>
<b>City/State/Zip:</b>	<b>City/State/Zip:</b>
<b>Phone No:</b> <b>Fax No:</b>	<b>Phone No:</b> <b>Fax No:</b>
<b>Name of Corporate Officer/Partner (type or print):</b>	<b>Name of Corporate Officer/Partner (type or print):</b>
<b>Title (type or print):</b>	<b>Title (type or print):</b>
<b>Signature :</b> <b>Date:</b>	<b>Signature :</b> <b>Date:</b>
<b>Corporate/Partnership Name (type or print):</b>	<b>Corporate/Partnership Name (type or print):</b>
<input type="checkbox"/> Owner <input type="checkbox"/> Tenant/Lessee	<input type="checkbox"/> Owner <input type="checkbox"/> Tenant/Lessee
<b>Street Address:</b>	<b>Street Address:</b>
<b>City/State/Zip:</b>	<b>City/State/Zip:</b>
<b>Phone No:</b> <b>Fax No:</b>	<b>Phone No:</b> <b>Fax No:</b>
<b>Name of Corporate Officer/Partner (type or print):</b>	<b>Name of Corporate Officer/Partner (type or print):</b>
<b>Title (type or print):</b>	<b>Title (type or print):</b>
<b>Signature :</b> <b>Date:</b>	<b>Signature :</b> <b>Date:</b>

Project Title \_\_\_\_\_

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

**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):

☐ Owner ☐ Tenant/Lessee  
City Yards LLC

Street Address:

4467 Dutton

City/State/Zip:

San Diego

Phone No.:

619-592-6711

Fax No.:

619-671-7722

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

Linda Cone

Title (type or print):

Esq.

Signature:

Linda Cone

Date:

7-20-2017

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:

RESET

**CITY OF SAN DIEGO  
OTAY MESA PLANNING GROUP (OMPG) MEETING MINUTES  
OF**

**WEDNESDAY, APRIL 19, 2017  
AT 3:00 PM**

**AT OTAY MESA NESTOR BRANCH LIBRARY  
3003 Coronado Avenue, San Diego, CA 92154**

Members Present	Members Absent	Member Affiliation
Jimmy Ayala		Property Owner
Clarissa Falcon	Wayne Dickey	Otay Mesa / Nestor Planning Group
Mark Freed		Brown Field
		Property Owner
	Lisa Golden	Resident
Rob Hixson - <b>Chair</b>		Property Owner
Chris Holder		Property Owner
Mel Ingalls - Vice Chair		Property Owner
Rita Mahoney		Property Owner
	Richard Martinez	Property Owner
	Alejandra Mier y Teran	Otay Mesa Chamber of Commerce & Border Transportation Representative
Kaitlin Arduino		Property Owner
	Antonio Martinez	San Ysidro Planning Group
Felipe Nuno		Resident
	Tom Ricotta	Business Representative
	Joe Street	Business Representative
	Ted Shaw	Property Owner
Tom Story		Business Representative
Ronnie Lee Taylor		Property Owner

Public Present: Jamo Stephenson, David Wick, Lindsay Arobone, Caitlyn Kes, Phillip Lowe, Todd Ingalls, Patrick Conners, Sarah Street Everist

City Staff Present: Vivian Moreno (Councilmember David Alvarez, District 8), Ana Molina, Frank January (Facilities Financing), Mark Robertson, Carlos Lacara (SDPD),

Guests Present: None

Agenda Item	Discussion	Action Item
	<p>G. <u>San Diego Airport Advisory Committee</u> - Clarissa Falcon reported:</p> <ul style="list-style-type: none"> <li>o Metro Airpark is rephrasing to start aviation related first to meet FAA requirements. No SCR submitted yet, waiting on completed traffic study.</li> </ul> <p>H. <u>Code Enforcement</u>. See 5F</p> <p>I. <u>Olay Mesa Chamber of Commerce Update</u>: No report.</p> <p>J. <u>East Olay Mesa Property Owners' Association Update</u>. David Wick reported:</p> <ul style="list-style-type: none"> <li>o SR11 Phase 2 – coordination of operations with Mexico underway.</li> <li>o Grading underway for mock up border walls.</li> </ul>	
7. Information Items	<p>A. Facilities Financing, Frank January discusses City sponsored amendment to the Olay Mesa PFFP. Forecast to be completed in approx. 14 months. Soliciting development forecast from Olay property owners for the next 5 years. Expected to see increase in Park costs based on recent park construction bids. Rita Mahony recommends that FF solicit the OM Chamber of Commerce participation in the amendment effort.</p>	
8. Action Items	<p>A. Street Auto Dismanteling CUP renewal – Nici Boone</p> <ul style="list-style-type: none"> <li>o New CUP w 3 of the original 4 property owners proposing to proceed with no other changes to renewal application.</li> </ul> <p>B. Off agenda Item- AT&amp;T CUP permit renewal – Caitlyn Kes</p> <ul style="list-style-type: none"> <li>o Renewal of existing cell phone tower at 9475 Nicola Tesla Court.</li> </ul>	<p>A motion was made and seconded to support and approve. The motion passed with one abstain (Joe Street).</p> <p>A motion was made and seconded to support and approve. The motion passed unanimously.</p>
9. Old Business	None.	
10. Adjournment	The meeting was adjourned.	

Chairperson: Rob Hixson, Chair  
Recorded by: Mark Freed



## **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

*Implementation Plan for Otay Mesa Auto Dismantling*

## **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)

*Implementation Plan for Otay Mesa Auto Dismantling*

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.

*Implementation Plan for Otay Mesa Auto Dismantling*

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

*Implementation Plan for Otay Mesa Auto Dismantling*

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

*Implementation Plan for Otay Mesa Auto Dismantling*

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

*Implementation Plan for Otay Mesa Auto Dismantling*

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;

*Implementation Plan for Otay Mesa Auto Dismantling*

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



*Implementation Plan for Otay Mesa Auto Dismantling*

“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

*Implementation Plan for Otay Mesa Auto Dismantling*

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:**

*Implementation Plan for Otay Mesa Auto Dismantling*

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.

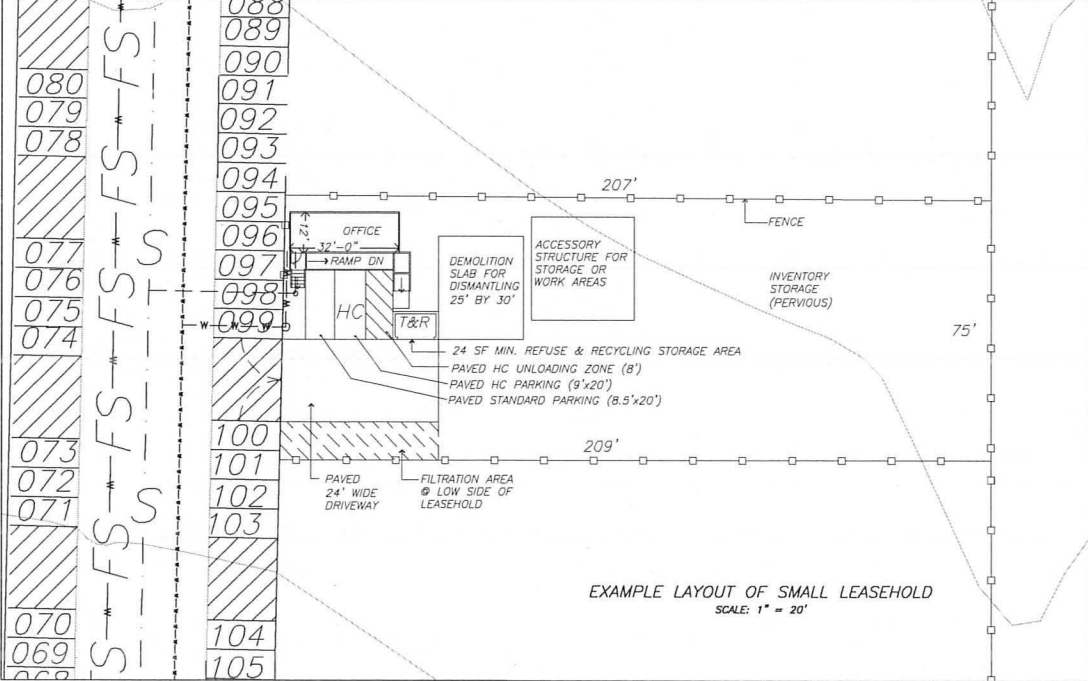
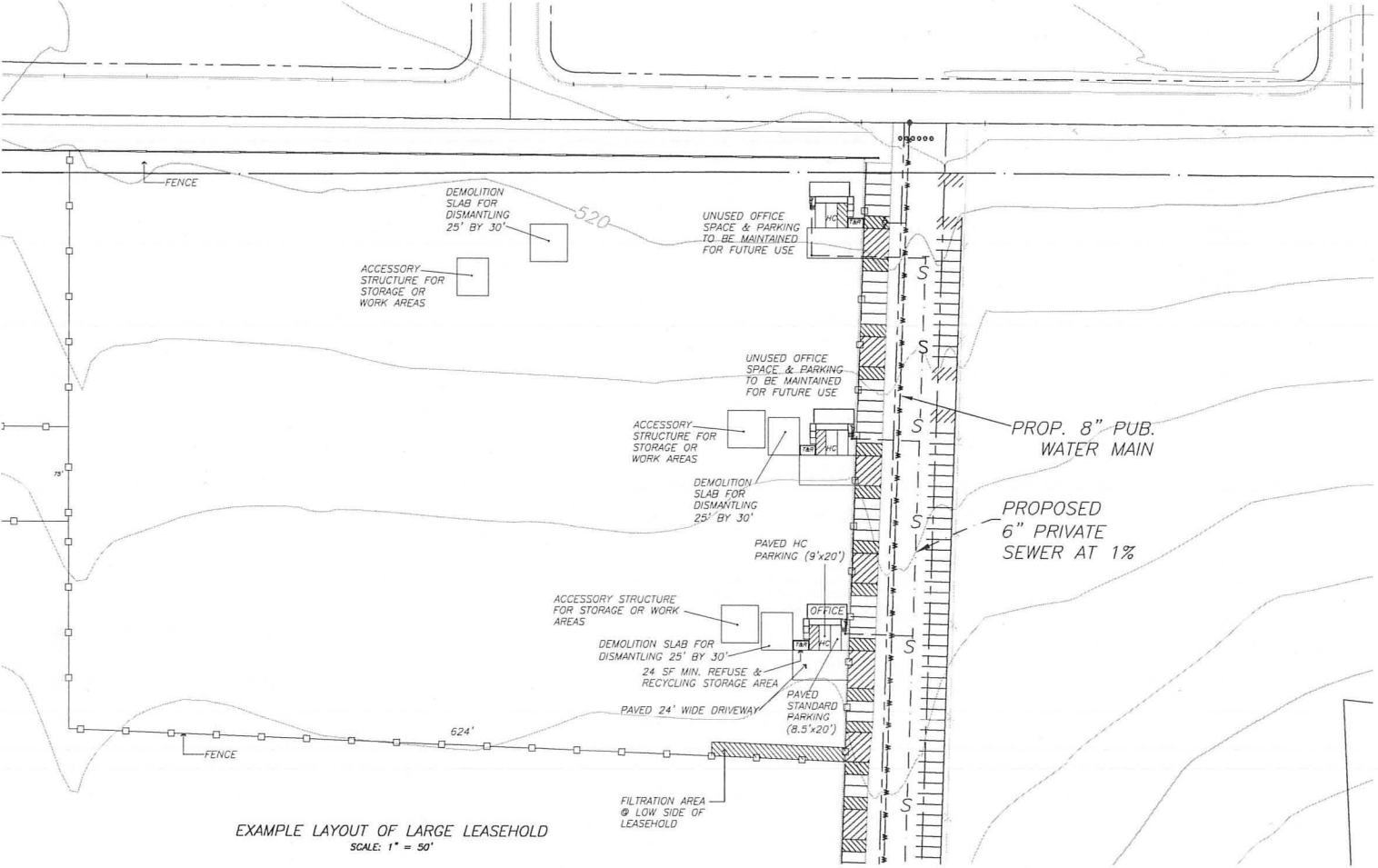
In the northern portion, there is the more challenging utility work with the private sewer north of Datsun Street getting deeper as it drains the most northerly portion south towards Datsun Street. This will cause the length of time for that construction to lengthen. The private domestic water and private 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.



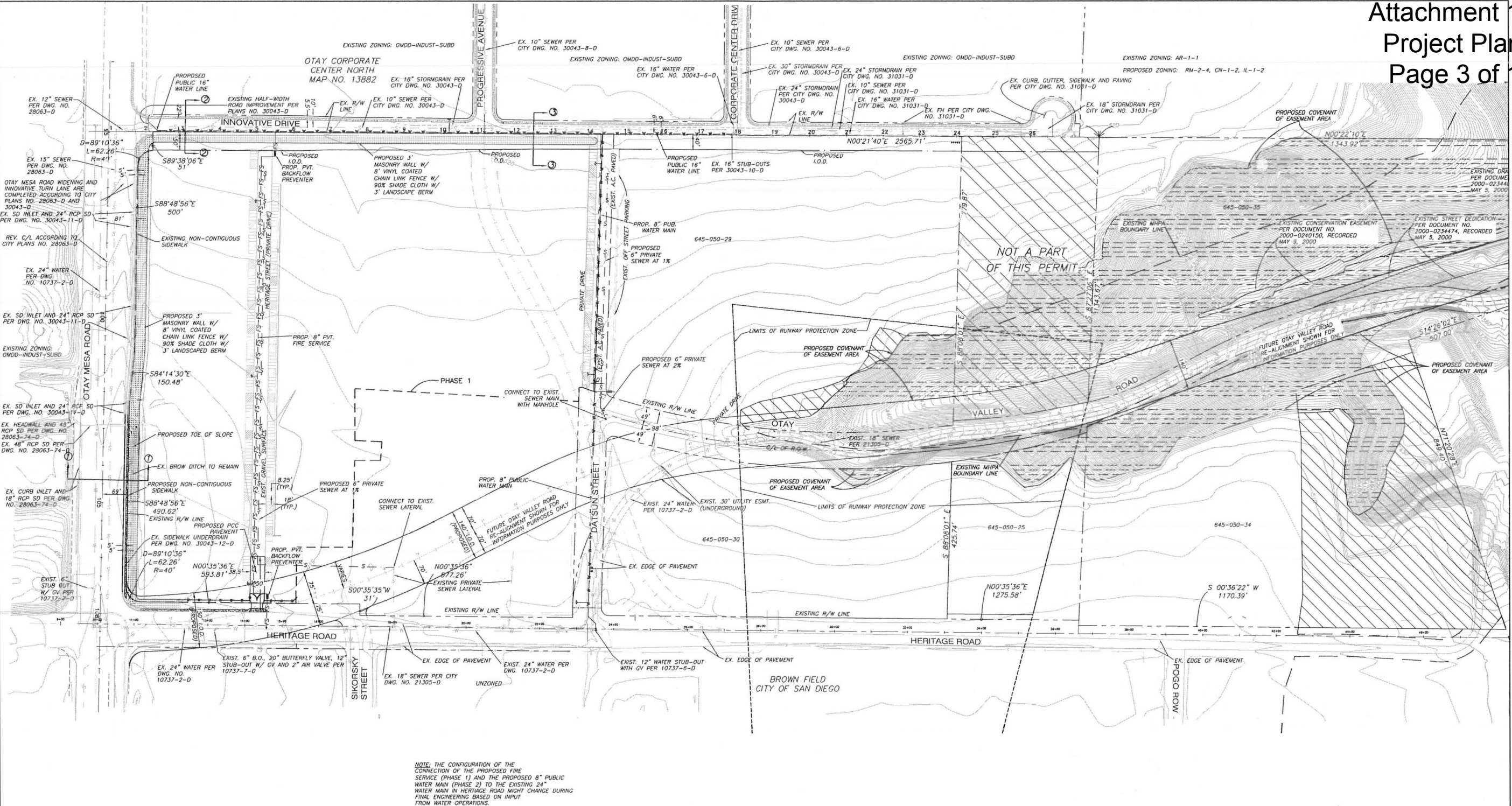


# OTAY MESA AUTO DISMANTLING

CONDITIONAL USE PERMIT / SITE DEVELOPMENT PERMIT



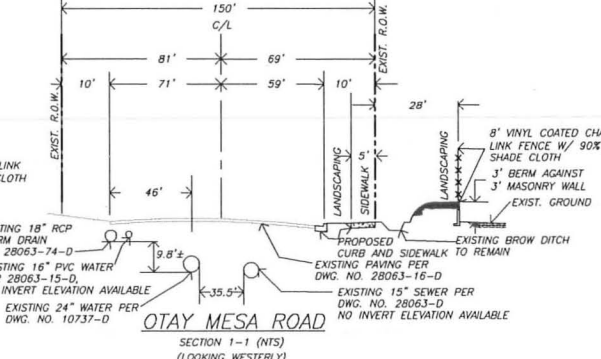
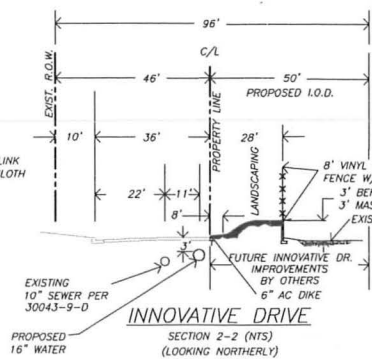
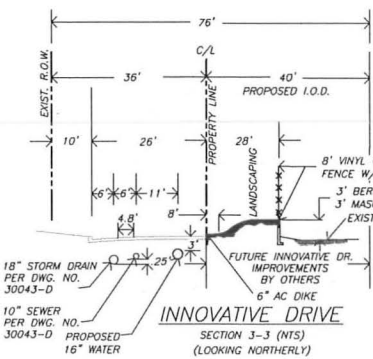
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		Revision 10:	04-29-13
		Revision 9:	01-28-11
		Revision 8:	08-19-10
		Revision 7:	11-09-09
Project Address:	1328 HERITAGE ROAD SAN DIEGO, CA 92173	Revision 6:	07-27-09
		Revision 5:	09-03-08
		Revision 4:	04-14-08
		Revision 3:	11-29-06
Project Name:	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 DETAIL SHEET	Original Date:	04-12-01
		Sheet	2 of 16
		DEP#	PROJECT NO. 537267



SITE PLAN  
SCALE: 1" = 100'

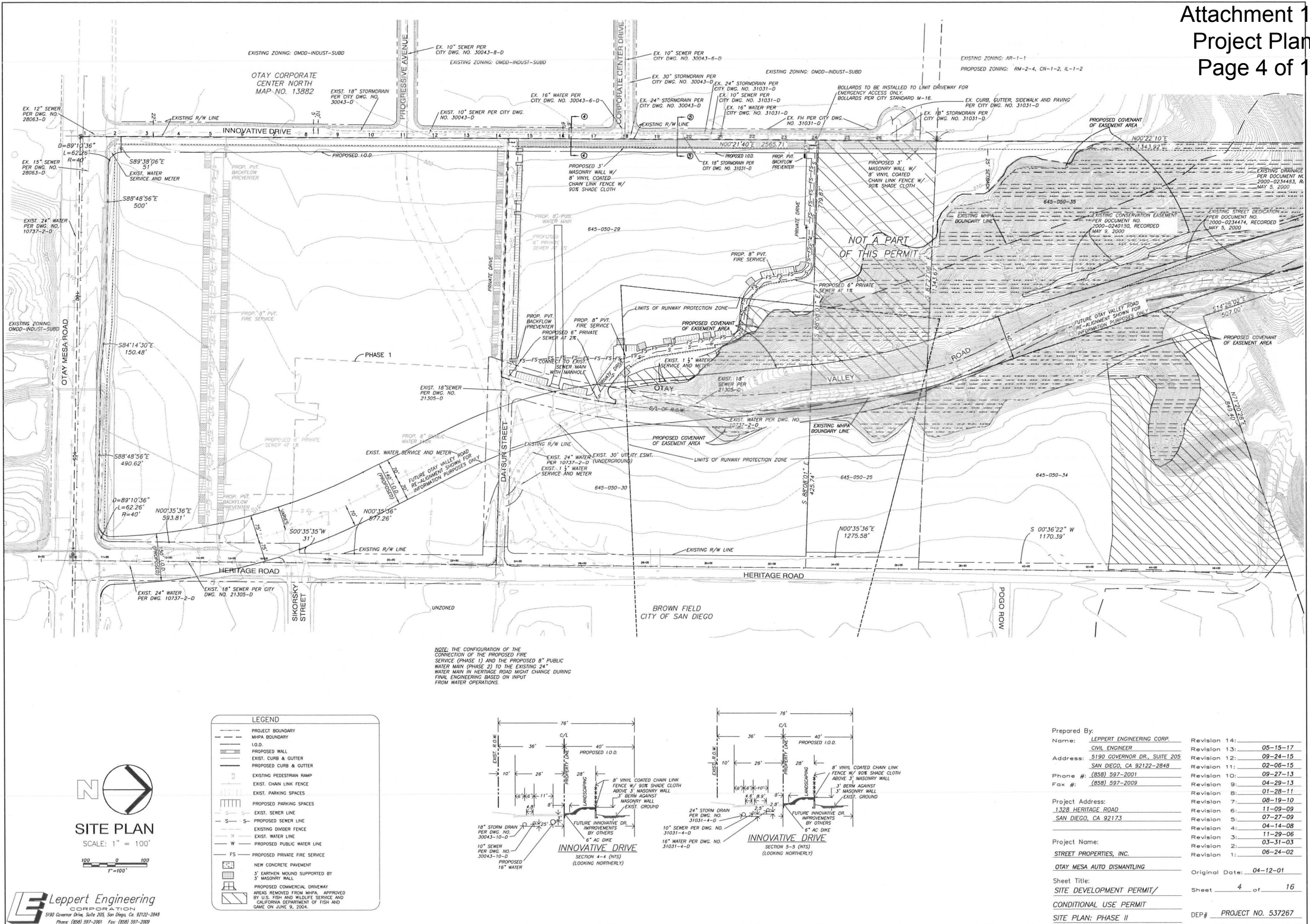
**Leppert Engineering**  
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LEGEND	
	PROJECT BOUNDARY
	MHPA BOUNDARY
	PROPOSED I.O.D.
	PROPOSED WALL
	EXIST. CURB & GUTTER
	PROPOSED CURB & GUTTER
	EXISTING PEDESTRIAN RAMP
	EXIST. CHAIN LINK FENCE
	EXIST. PARKING SPACES
	PROPOSED PARKING SPACES
	EXIST. SEWER LINE
	PROPOSED SEWER LINE
	EXIST. WATER LINE
	PROPOSED PUBLIC WATER LINE
	PROPOSED PRIVATE FIRE SERVICE
	EXIST. DIVIDER FENCE
	3' EARTH RETENTION WALL SUPPORTED BY 3' MASONRY WALL
	AREAS REMOVED FROM MHPA, APPROVED BY U.S. FISH AND WILDLIFE SERVICE AND CALIFORNIA DEPARTMENT OF FISH AND GAME ON JUNE 9, 2004.

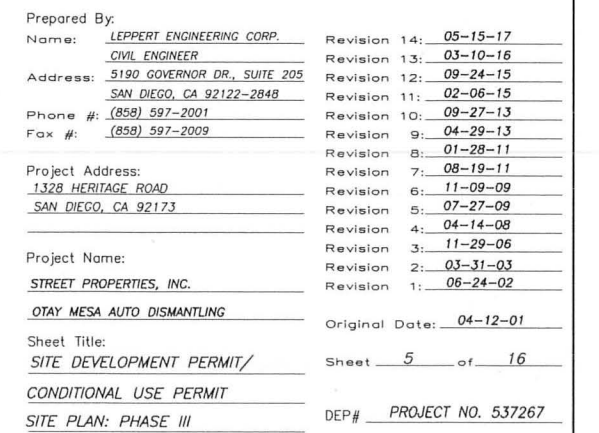


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OTAY MESA AUTO DISMANTLING		Revision 7:	11-09-09
Sheet Title:	SITE DEVELOPMENT PERMIT/ CONDITIONAL USE PERMIT	Revision 6:	07-27-09
SITE PLAN: PHASE I		Revision 5:	04-14-08
		Revision 4:	11-29-06
		Revision 3:	03-31-03
		Revision 2:	06-24-02
		Revision 1:	
Original Date:	04-12-01		
Sheet	3	of	16
DEP#	PROJECT NO. 537267		



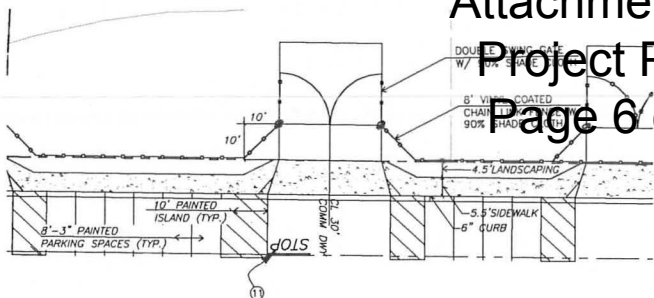
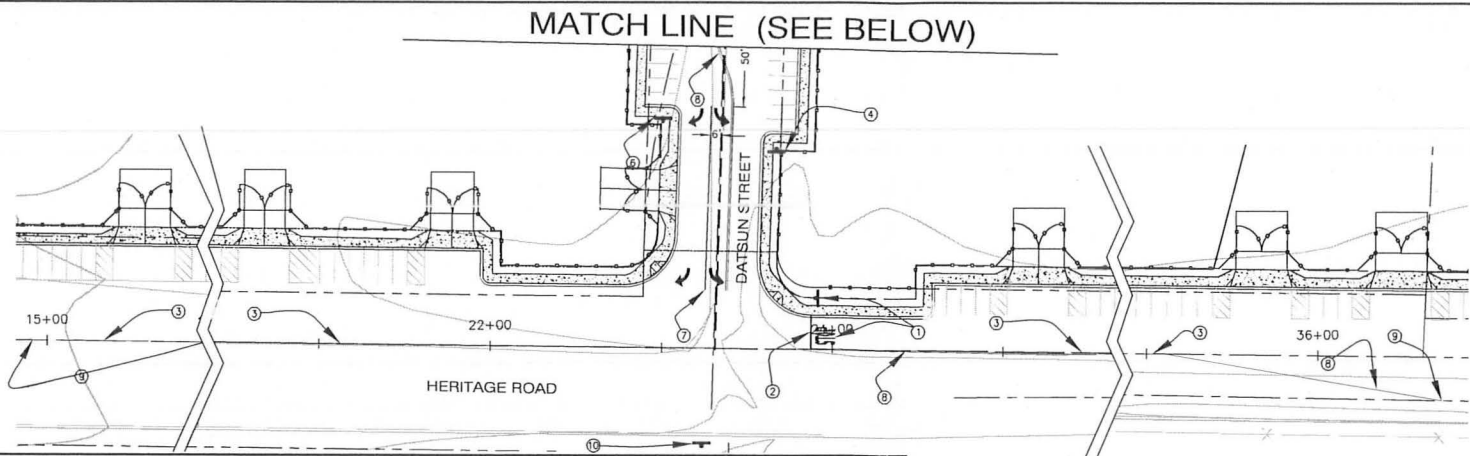
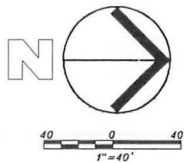


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Phone #:	(858) 597-2001	Revision 11:	09-27-13
Fax #:	(858) 597-2009	Revision 10:	04-29-13
Project Address:	1328 HERITAGE ROAD SAN DIEGO, CA 92173	Revision 9:	01-28-11
Project Name:	STREET PROPERTIES, INC.	Revision 8:	08-19-10
OTAY MESA AUTO DISMANTLING		Revision 7:	11-09-09
Sheet Title:	SITE DEVELOPMENT PERMIT/ CONDITIONAL USE PERMIT	Revision 6:	07-27-09
SITE PLAN: PHASE II		Revision 5:	04-14-08
		Revision 4:	11-29-06
		Revision 3:	03-31-03
		Revision 2:	06-24-02
		Original Date:	04-12-01
		Sheet	4 of 16
		DEP#	PROJECT NO. 537267

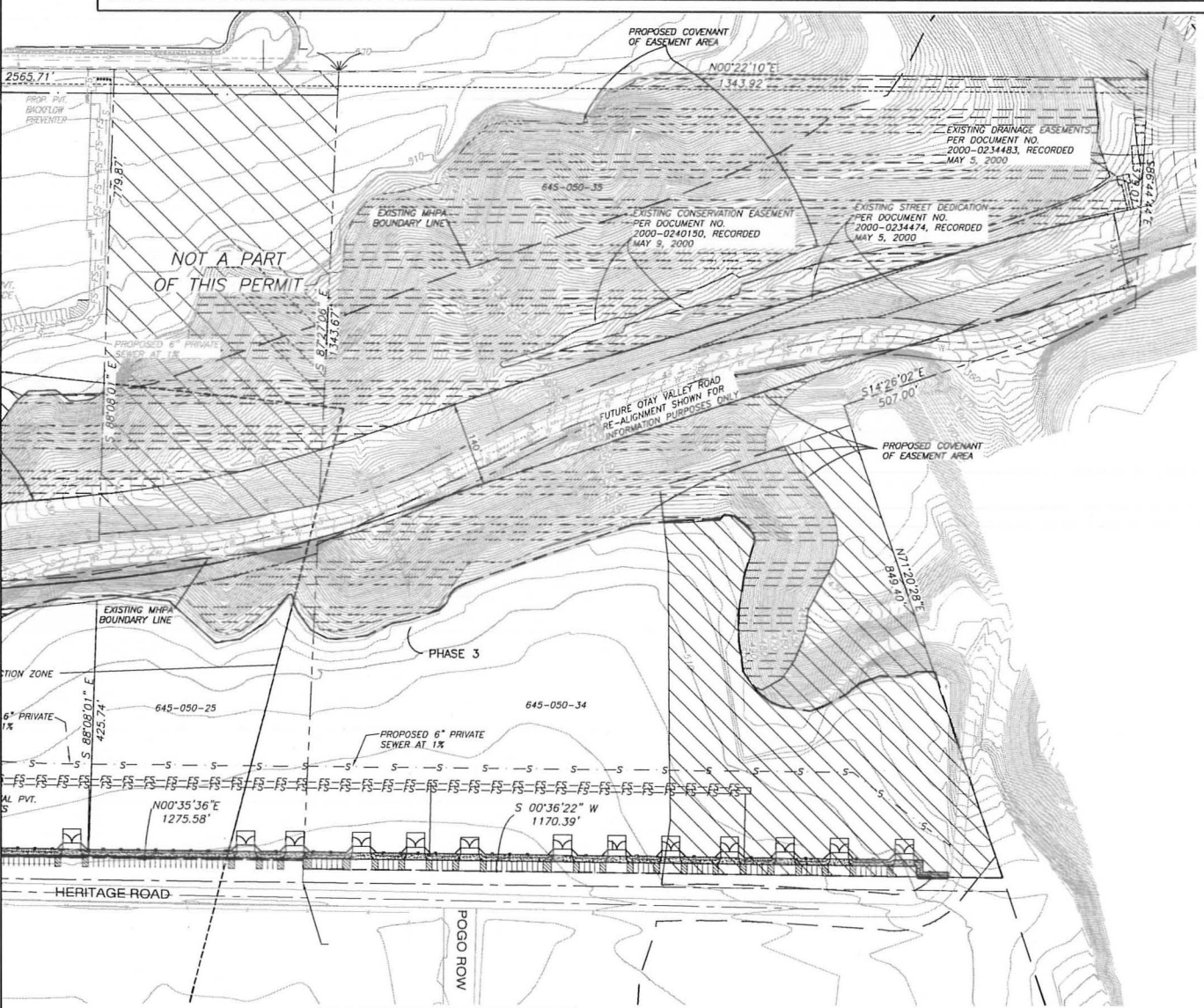




CONCEPTUAL  
STRIPING  
PLAN



DETAIL : 90° PARKING ON PUBLIC STREETS



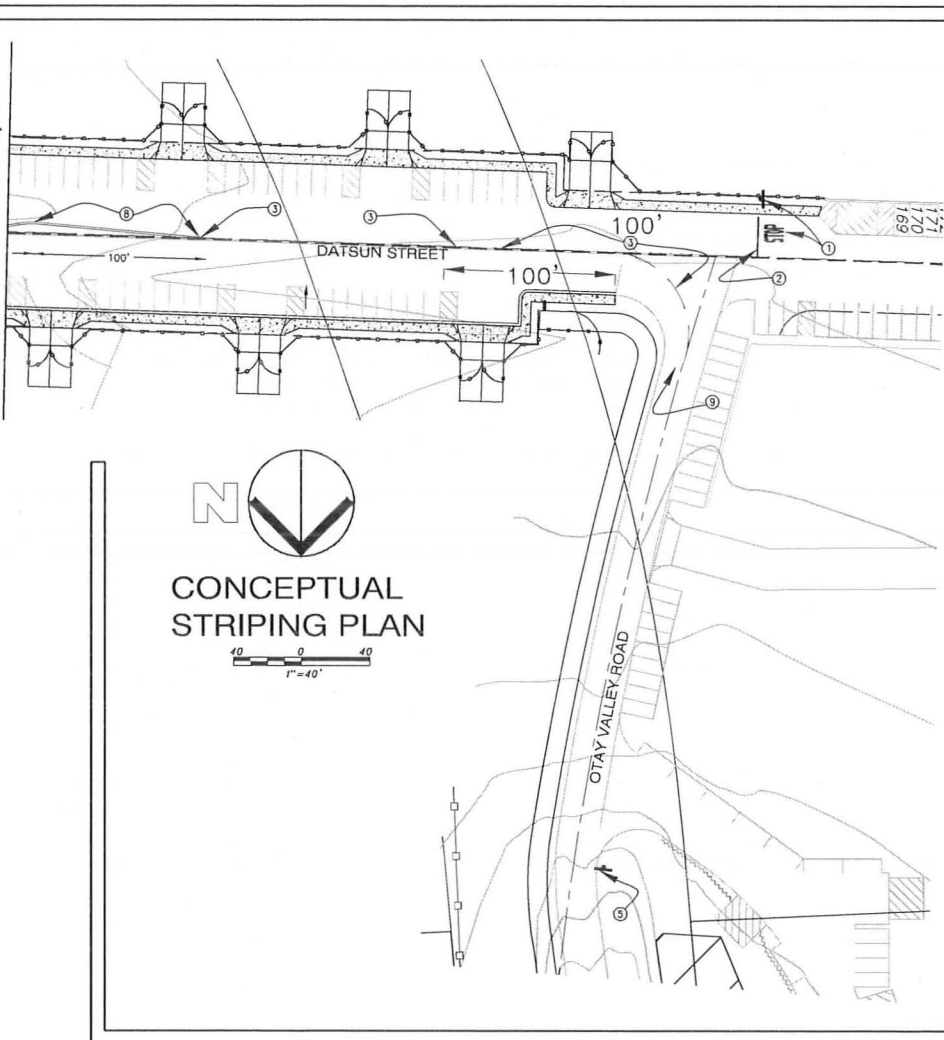
SITE PLAN  
SCALE: 1" = 100'

SITE  
PLAN

LEGEND	
	PROJECT BOUNDARY I.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 90% SHADE CLOTH
	PROPOSED CHAIN LINK GATE WITH 90% SHADE CLOTH
	AREAS REMOVED FROM MHFA APPROVED BY U.S. FISH AND WILDLIFE SERVICE AND CALIFORNIA DEPARTMENT OF FISH AND GAME ON JUNE 9, 2004.

**Leppert Engineering**  
CORPORATION  
5190 Governor Drive, Suite 205, San Diego, CA 92122-2848  
Phone: (619) 597-2001 Fax: (619) 597-2009

MATCH LINE  
(SEE ABOVE)



CONCEPTUAL  
STRIPING PLAN

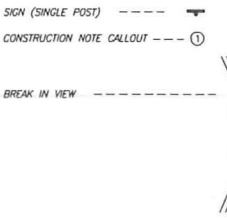
CONSTRUCTION NOTES:

1. INSTALL STOP SIGN (R1) AND "STOP" MARKING PER CALIFORNIA MUTCD FIG. 2A-2(CA) & CALTRANS STD. PLAN NO A240, RS2.
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. DWG. M-45.
5. INSTALL SIGN W3 (L1) PER CITY OF SAN DIEGO STD. DWG. M-45.
6. INSTALL SIGN W7 (L1) PER CITY OF SAN DIEGO STD. DWG. M-45.
7. INSTALL 8" WHITE LINE PER CALTRANS DETAIL 38A STD. PLAN NO A20D.
8. INSTALL DOUBLE YELLOW LINE PER CALTRANS DETAIL 21 STD. PLAN NO A20A.
9. MATCH EXISTING STRIPING.
10. INSTALL SIGN W56 PER CITY OF SAN DIEGO STD. DWG. M-45.
11. 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) 446-5285 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.

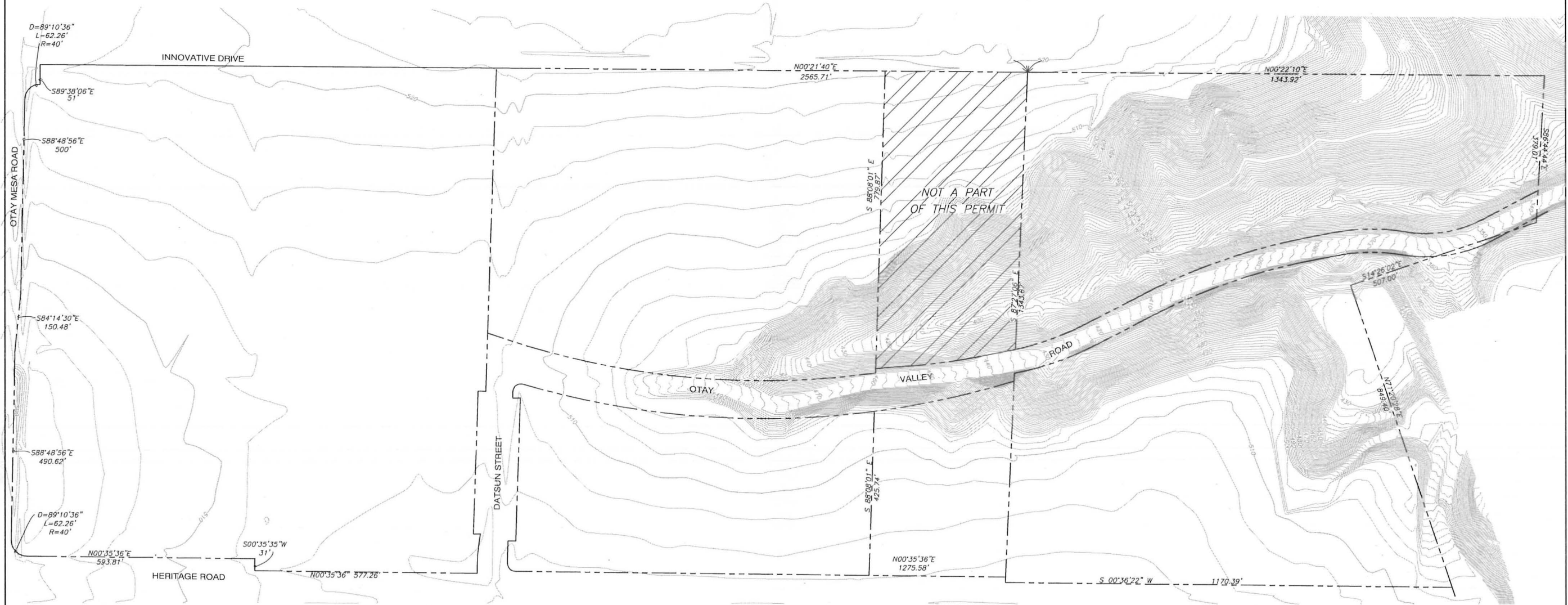
LEGEND:



Prepared By:		Revision 15:	05-15-17
Name:	LEPPERT ENGINEERING CORP.	Revision 14:	03-10-16
	CIVIL ENGINEER	Revision 13:	09-24-15
Address:	5190 GOVERNOR DR., SUITE 205	Revision 12:	02-06-15
	SAN DIEGO, CA 92122-2848	Revision 11:	11-20-13
Phone #:	(619) 597-2001	Revision 10:	09-27-13
Fax #:	(619) 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
Project Name:	STREET PROPERTIES, INC.	Revision 5:	07-27-09
	OTAY MESA AUTO DISMANTLING	Revision 4:	04-14-08
Sheet Title:	SITE DEVELOPMENT PERMIT/	Revision 3:	11-29-06
	CONDITIONAL USE PERMIT	Revision 2:	03-31-03
		Revision 1:	06-24-02
		Original Date:	04-12-01
Sheet	6	of	16



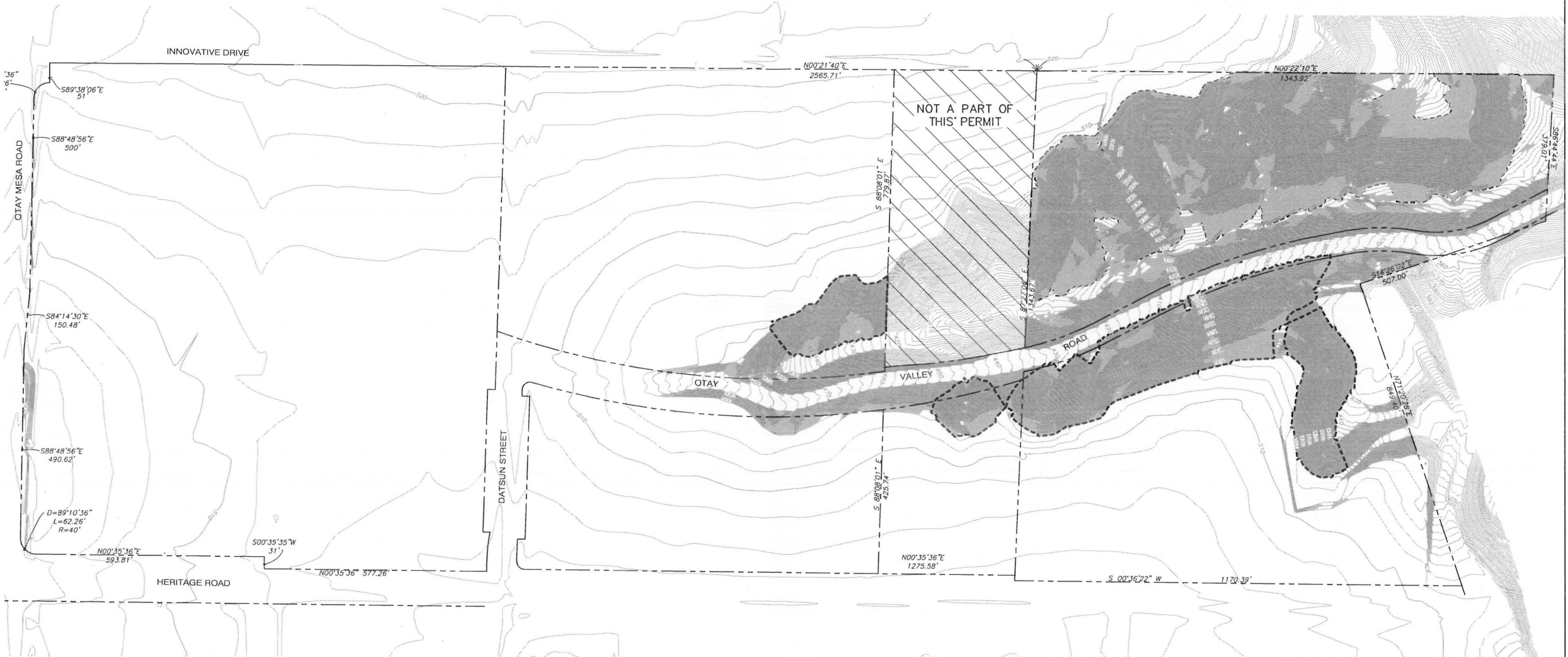




EXISTING TOPOGRAPHY

SCALE: 1" = 100'  
100 0 100  
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 #:	(658) 597-2001	Revision 10:	
Fax #:	(658) 597-2009	Revision 9:	
		Revision 8:	
		Revision 7:	
Project Address:	1328 HERITAGE ROAD	Revision 6:	05-15-17
	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.	Original Date:	11-29-06
	OTAY MESA AUTO DISMANTLING		
Sheet Title:	SITE DEVELOPMENT PERMIT/	Sheet	8 of 16
	CONDITIONAL USE PERMIT		
	EXISTING TOPOGRAPHY EXHIBIT	DEP#	PROJECT NO. 537267



SCALE: 1" = 100'

----- STEEP SLOPE LINE

SLOPE ANALYSIS STATISTICS				
COLOR	RANGE	BEG. RANGE	END PERCENT	AREA (SF)
□	0.00	24.99	79.4	3,623,510.25
■	25.00	39.99	4.8	220,515.65
■	40.00	INFINITY	15.8	720,954.32

STEEP SLOPES STATISTICS		
DEFINITION	PERCENT	AREA (SF)
>25.00% AND >50 FEET HIGH	14.80	675,871.21

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

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

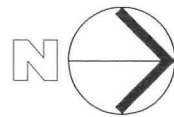
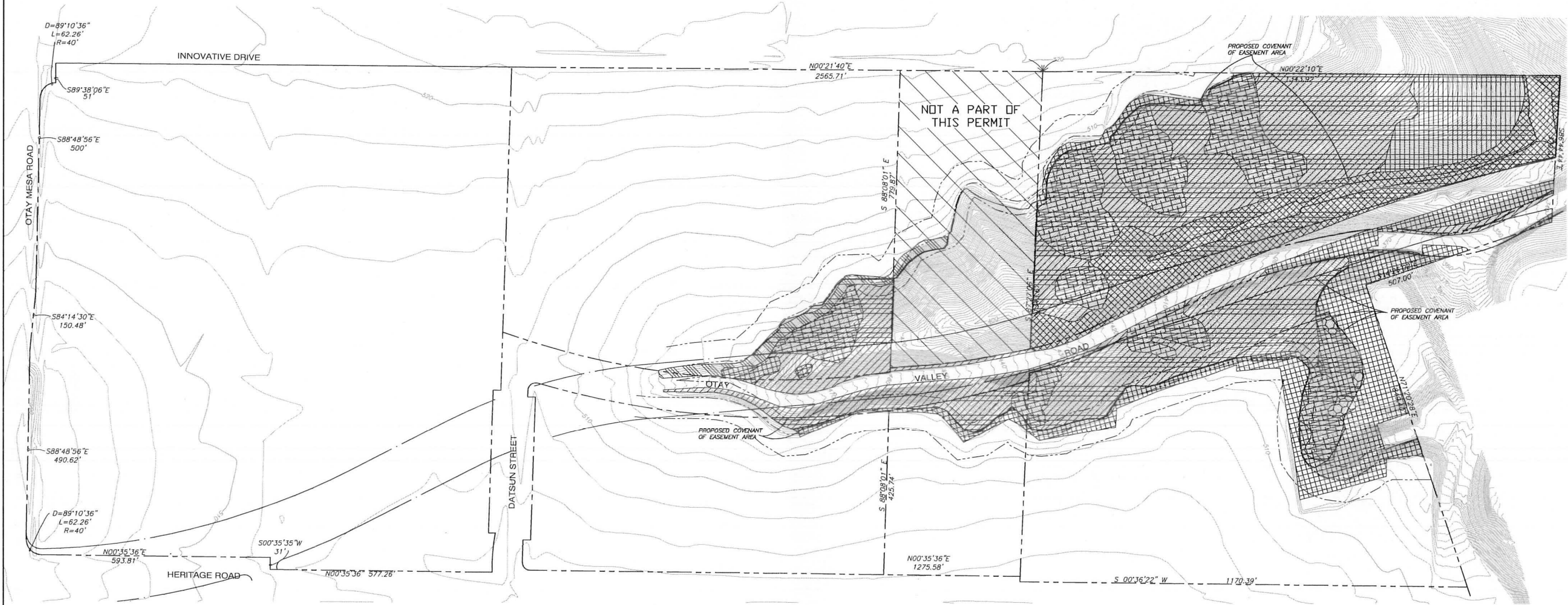
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SITE DEVELOPMENT PERMIT/  
CONDITIONAL USE PERMIT  
SLOPE ANALYSIS

Revision 14: \_\_\_\_\_  
Revision 13: \_\_\_\_\_  
Revision 12: \_\_\_\_\_  
Revision 11: \_\_\_\_\_  
Revision 10: \_\_\_\_\_  
Revision 9: \_\_\_\_\_  
Revision 8: \_\_\_\_\_  
Revision 7: \_\_\_\_\_  
Revision 6: 05-15-17  
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

Original Date: 11-29-06

Sheet 9 of 16

DEP# PROJECT NO. 537267



SCALE: 1" = 100'

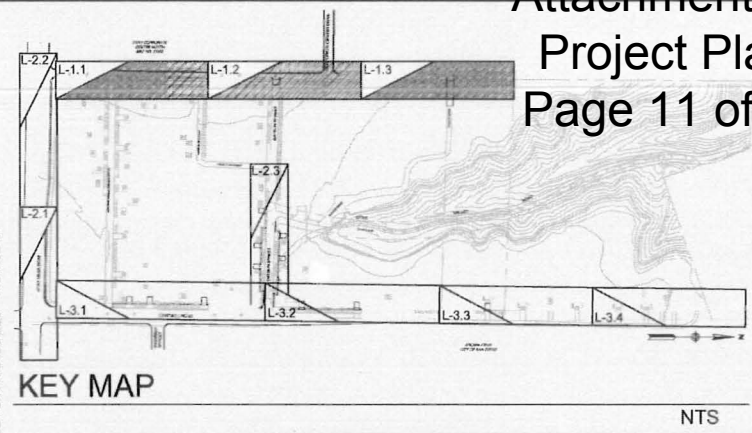
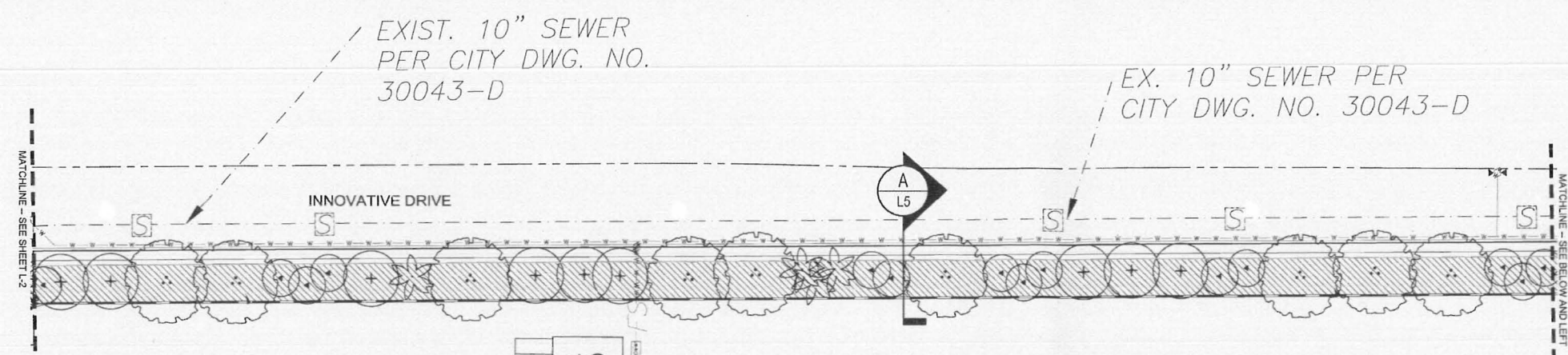
LEGEND:

- CHAPPARAL - 4.70 ACRES
- CALIFORNIA SAGE SCRUB - 8.90 ACRES
- CALIFORNIA SAGE SCRUB DISTURBED- 3.70 ACRES
- URBAN DEVELOPED - 42.70 ACRES
- DISTURBED HABITAT - 4.50 ACRES
- EUCALYPTUS WOODLAND - 0.10 ACRES
- NON-NATIVE GRASSLAND - 1.50 ACRES
- ORNAMENTAL - 0.50 ACRES
- COVENANT OF EASEMENT - 15.60 ACRES

Prepared By:  
Name: LEPPERT ENGINEERING CORP.  
Address: 5190 GOVERNOR DR., SUITE 205  
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  
BIOLOGICAL RESOURCES EXHIBIT

Revision 14: \_\_\_\_\_  
Revision 13: \_\_\_\_\_  
Revision 12: \_\_\_\_\_  
Revision 11: \_\_\_\_\_  
Revision 10: \_\_\_\_\_  
Revision 9: \_\_\_\_\_  
Revision 8: \_\_\_\_\_  
Revision 7: \_\_\_\_\_  
Revision 6: \_\_\_\_\_  
Revision 5: 05-15-17  
Revision 4: 09-27-13  
Revision 3: 04-29-13  
Revision 2: 11-09-09  
Revision 1: 07-27-09  
Original Date: 04-14-08  
Sheet 10 of 16  
DEP# PROJECT NO. 537267

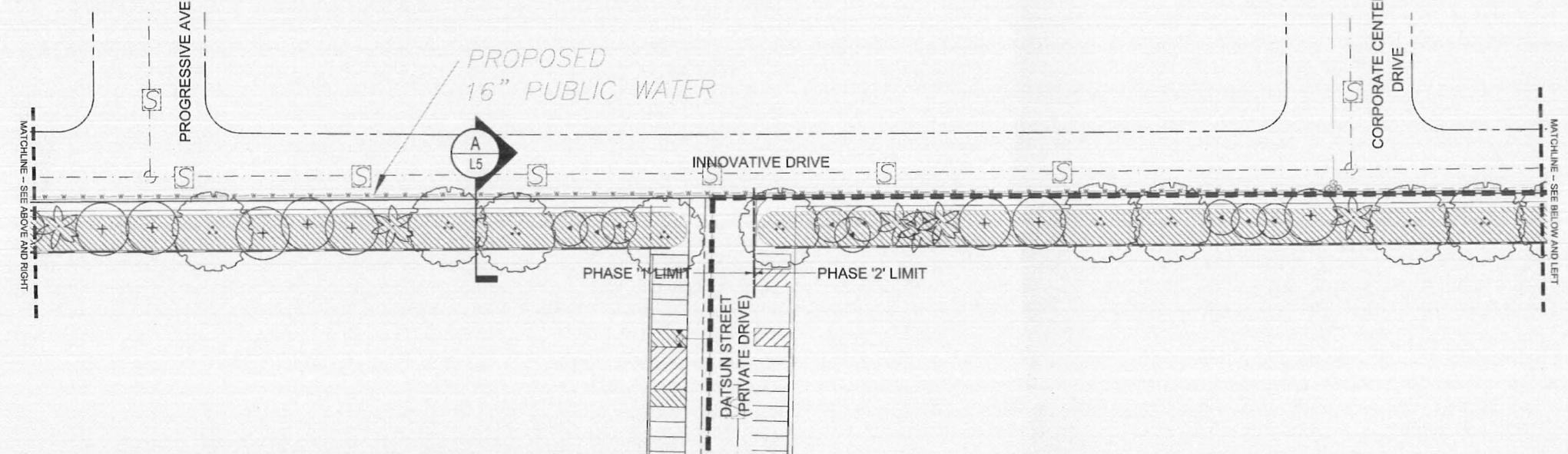




**WALL AND FENCE LEGEND:**

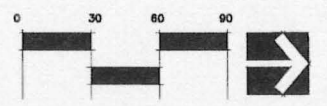
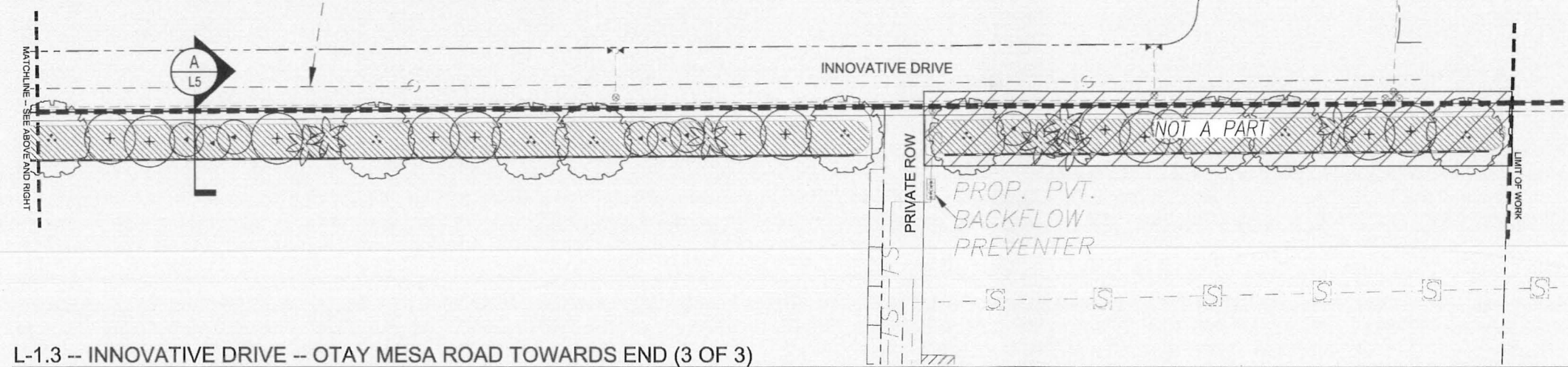
SYMBOL	DESCRIPTION
	(3') MASONRY WALL (3' RET. TYP.) W/ 8' HIGH CHAINLINK FENCE & 90% SHADE CLOTH
	(8') CHAIN LINK FENCE (TYP.) -- 90% SHADE CLOTH --

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



- LANDSCAPE NOTES:**
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 MANAGMENT PLAN.

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



**RICK**  
ENGINEERING COMPANY  
LANDSCAPE ARCHITECTURE DIVISION  
5620 Friars Road  
San Diego, CA 92110  
PH (619) 291-0707  
FX (619) 908-3581

PREPARED BY: RICK ENGINEERING COMPANY

NAME:	REVISION 10:
ADDRESS: 5620 FRIARS ROAD	REVISION 9: 05-15-17
SAN DIEGO, CA 92110	REVISION 8: 09-27-13
PHONE NO. (619) 291-0707	REVISION 7: 04-29-13
FAX NO. (619) 908-3581	REVISION 6: 06-17-10
PROJECT ADDRESS:	REVISION 5: 07-27-09
	REVISION 4: 05-04-09
	REVISION 3: 04-14-08
	REVISION 2: 11-22-06
	REVISION 1:

PROJECT NAME:  
OTAY MESA AUTO DISMANTLING

ORIGINAL DATE:

SHEET TITLE:  
LANDSCAPE CONCEPT PLAN

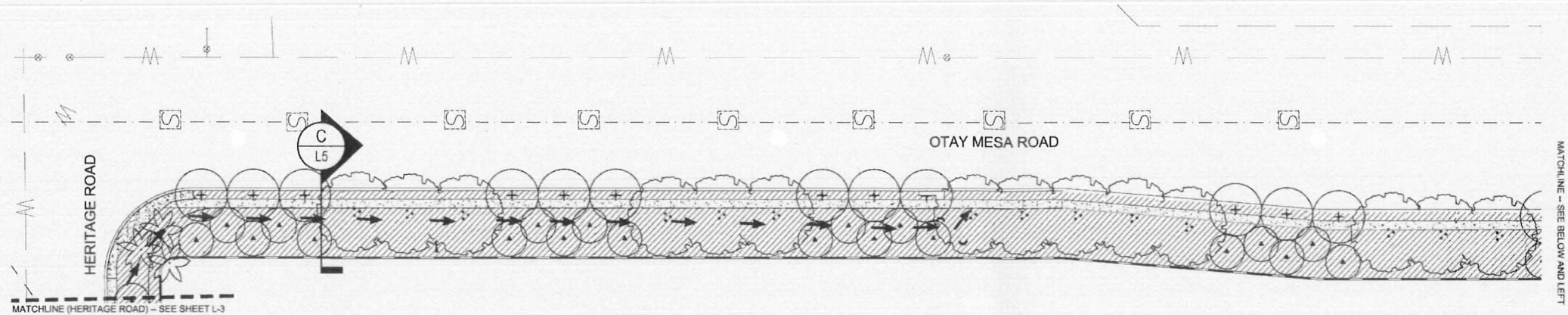
SHEET 11 OF 16

SITE DEVELOPMENT PERMIT / CONDITIONAL USE PERMIT DEPT. NO. PROJECT NO. 537267

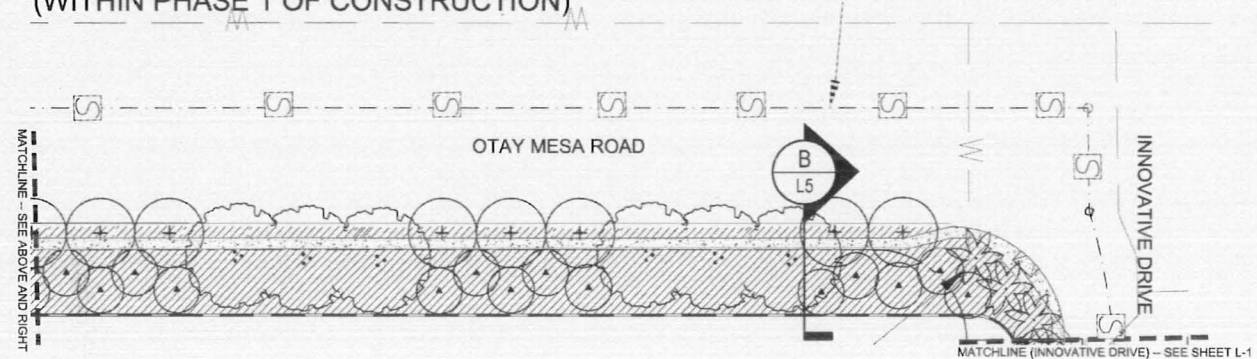
L-1.3 -- INNOVATIVE DRIVE -- OTAY MESA ROAD TOWARDS END (3 OF 3)  
(WITHIN PHASE 2 OF CONSTRUCTION)

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

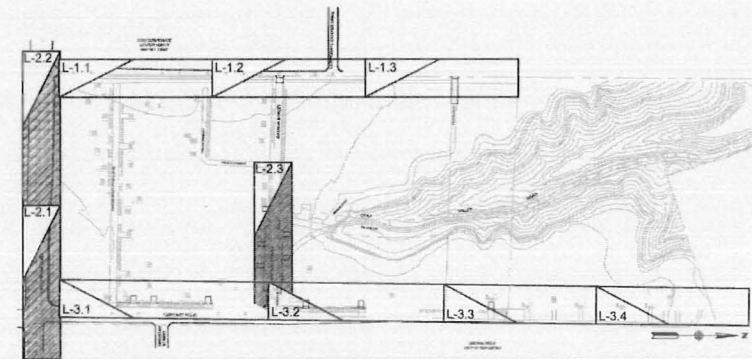




L-2.1 -- OTAY MESA ROAD BETWEEN HERITAGE AND INNOVATIVE DRIVE (1 OF 2)  
(WITHIN PHASE 1 OF CONSTRUCTION)



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

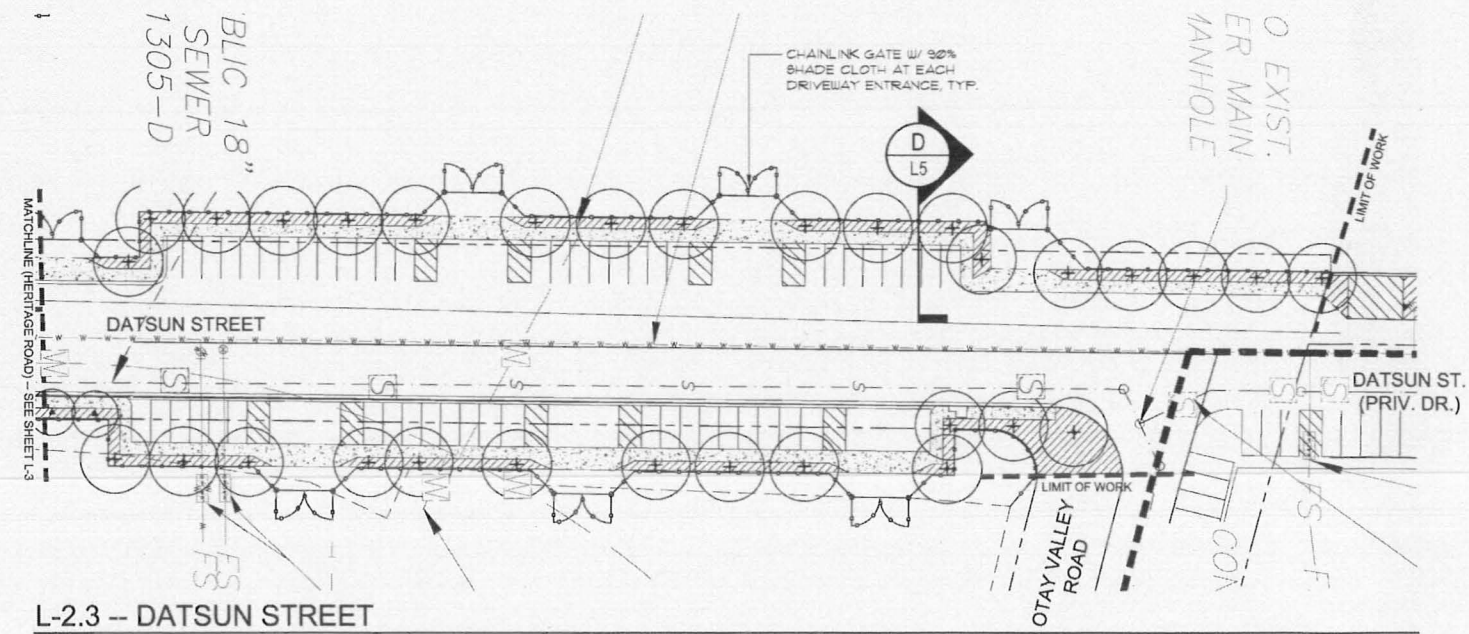


**RICK**  
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WALL AND FENCE LEGEND:

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



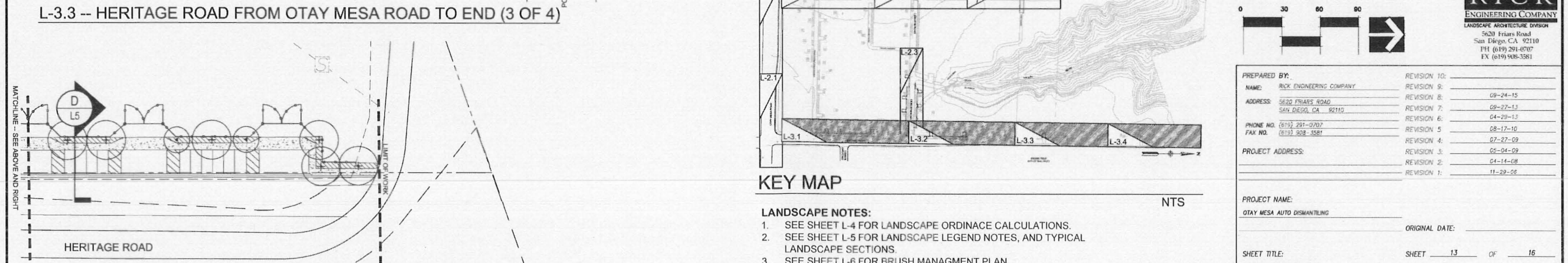
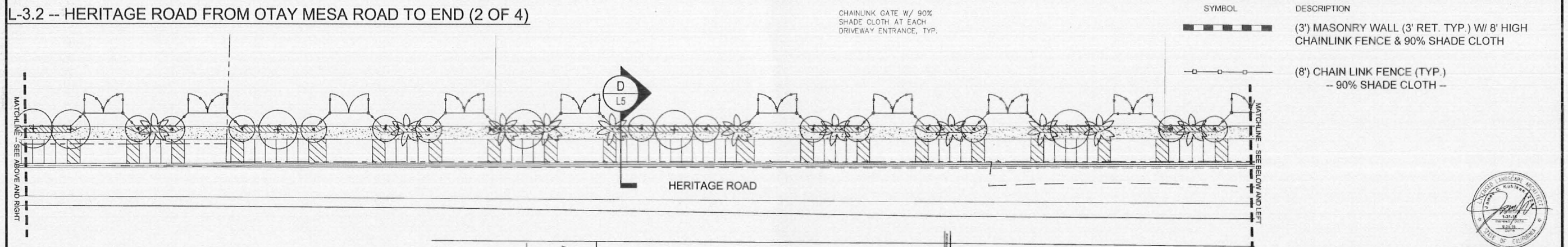
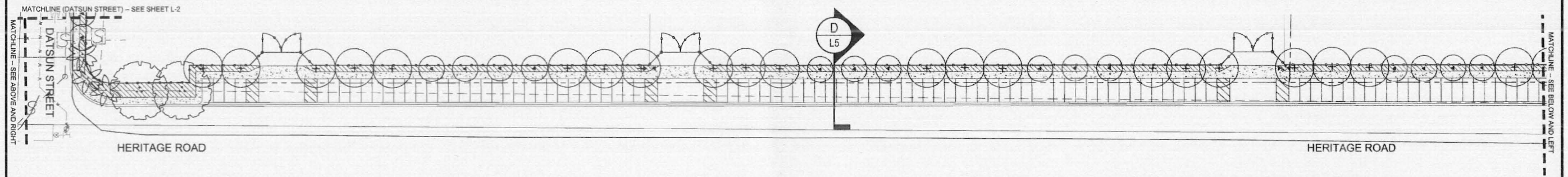
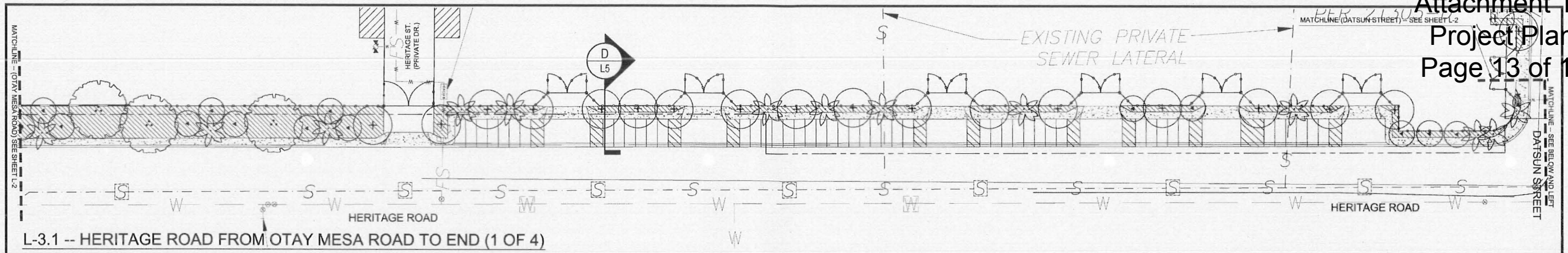
L-2.3 -- DATSUN STREET  
(WITHIN PHASE 3 OF CONSTRUCTION)

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

PREPARED BY:	NAME: RICK ENGINEERING COMPANY	REVISION 10:	
ADDRESS:	5620 FRIARS ROAD SAN DIEGO, CA 92110	REVISION 9:	
PHONE NO.:	(619) 291-0707	REVISION 8:	09-27-13
FAX NO.:	(619) 908-3381	REVISION 7:	04-29-13
PROJECT ADDRESS:		REVISION 6:	04-29-13
		REVISION 5:	08-17-10
		REVISION 4:	07-27-09
		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:	LANDSCAPE CONCEPT PLAN	SHEET 12 OF 16	
SITE DEVELOPMENT PERMIT / CONDITIONAL USE PERMIT	DEPT. NO. PROJECT NO. 537267		

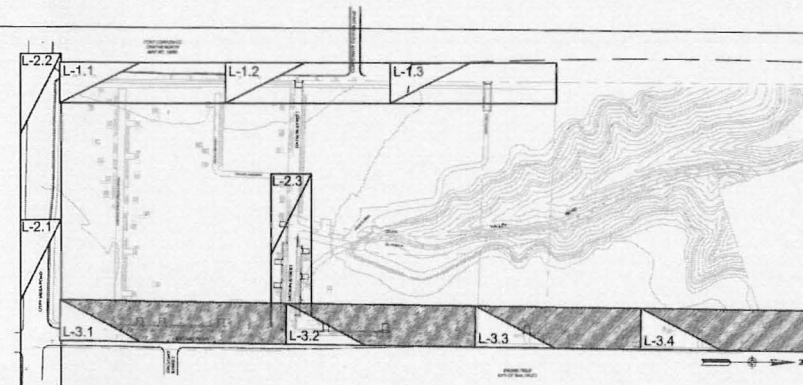
L-2





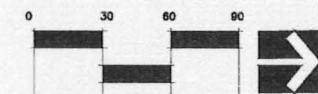
**WALL AND FENCE LEGEND:**

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



**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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PREPARED BY:	REVISION 10:
NAME: RICK ENGINEERING COMPANY	REVISION 9:
ADDRESS: 5620 FRIARS ROAD	REVISION 8: 09-24-15
SAN DIEGO, CA 92110	REVISION 7: 09-27-13
PHONE NO. (619) 291-0707	REVISION 6: 04-29-13
FAX NO. (619) 908-3581	REVISION 5: 08-17-10
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 13 OF 16
LANDSCAPE CONCEPT PLAN	
SITE DEVELOPMENT PERMIT / CONDITIONAL USE PERMIT	DEPT. NO. PROJECT NO. 537267





# 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

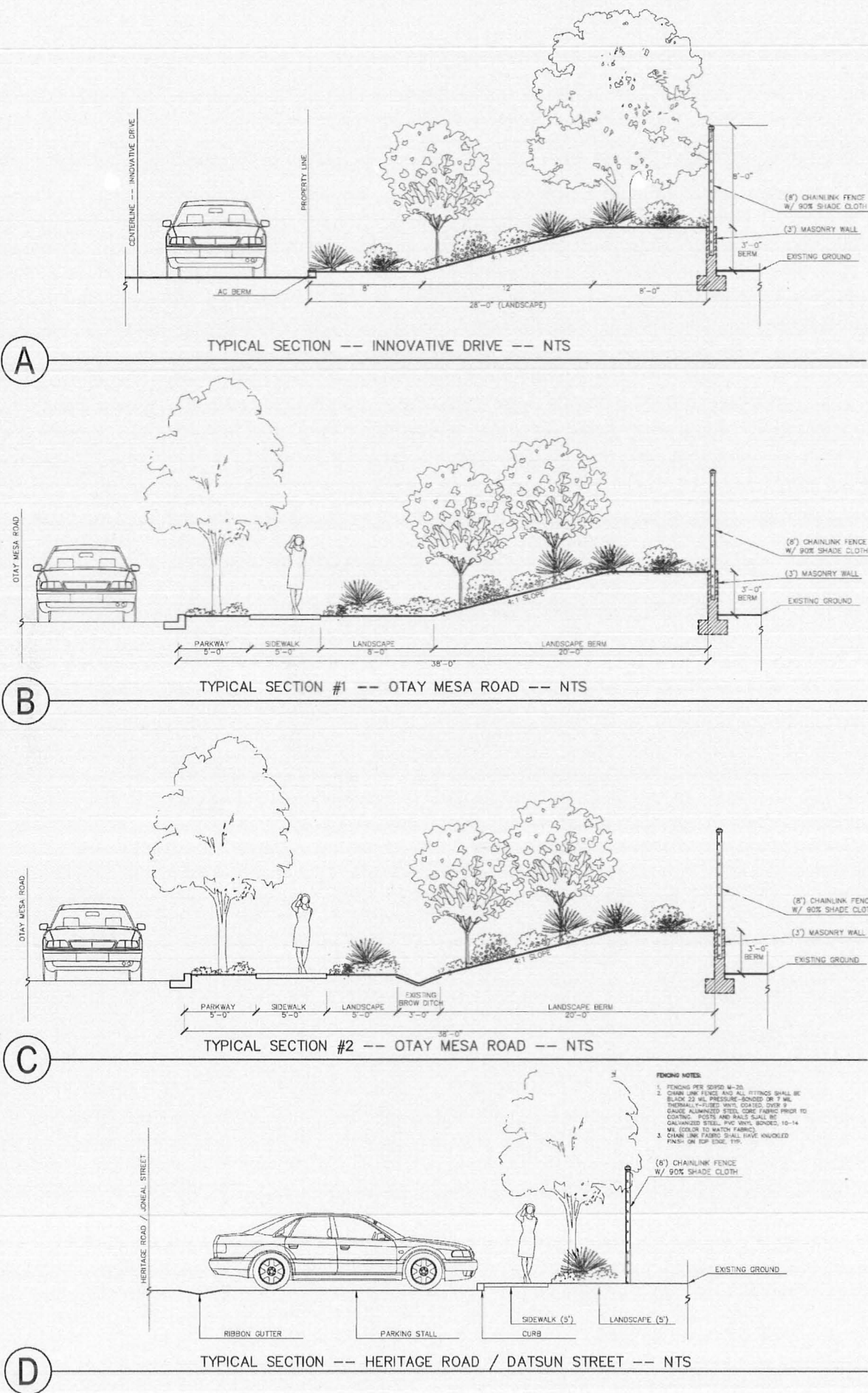



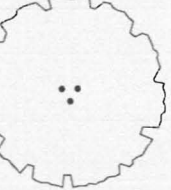
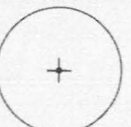

**RICK ENGINEERING COMPANY**  
LANDSCAPE ARCHITECTURE DIVISION  
5620 Friars Road  
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PROJECT ADDRESS:	REVISION 5: 07-27-09
	REVISION 4: 05-04-09
	REVISION 3: 04-14-08
	REVISION 2: 11-29-06
PROJECT NAME:	
OTAY MESA AUTO DISMANTLING	ORIGINAL DATE:
SHEET TITLE:	SHEET 14 OF 16
LANDSCAPE ORDINANCE PLAN AND LANDSCAPE NOTES	
SITE DEVELOPMENT PERMIT / CONDITIONAL USE PERMIT	DEPT. NO. PROJECT NO. 537267



OTAY MESA ROAD AUTO DISMANTLING : MASTER PLAN



SYMBOL	BOTANICAL / COMMON NAME	MATURE HEIGHT X SPREAD	STANDARD LANDSCAPE NOTES:
PALMS (SUCH AS)	(15' BTH)		
	ARECATRUM ROMANZOFFIANUM / 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 PLANTING 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 2-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	
			
SHRUBS & GROUND COVERS SUCH AS:	(75% FLATS / 25% 1 GAL., 15 GAL.)		
	AGAVE SPECIES ALOE SPECIES BACCHARIS PILULARIS / TWIN PEAKS BOUGANVILLEA 'MONKA' / BOUGANVILLEA CEANOTHUS G. HORIZONTALIS / CARMEL CREEPER CISTUS PURPUREUS / 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 4 X 6 4 X 8 4 X 8 3 X 3 6 X 6	

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.

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.

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.

SCREENING: WHEN PLANT MATERIAL IS USED TO ACHIEVE A SCREENING REQUIREMENT, PROVIDE PLANTING THAT ARE EVERGREEN AND SPACED TO ENSURE 100% SCREENING WITHIN TWO YEARS OF INSTALLATION.

ALL PLANTING AREAS NOT COVERED BY GROUND COVER SHALL RECEIVE A 2-INCH LAYER OF BARK MULCH, TYP.

**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:**


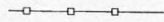
PER SAN DIEGO MUNICIPAL CODE 103.1107(B)(7) THE FOLLOWING APPLICATION PROCEDURES APPLY.

(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 SHALL 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 NONREVOCABLE LETTER OF CREDIT TO ENSURE THAT THE LANDSCAPING IS INSTALLED. THIS OPTION SHALL BE CONSIDERED BY THE CITY MANAGER ONLY IN CASES WHEN DEMONSTRATED EXTENUATING 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.

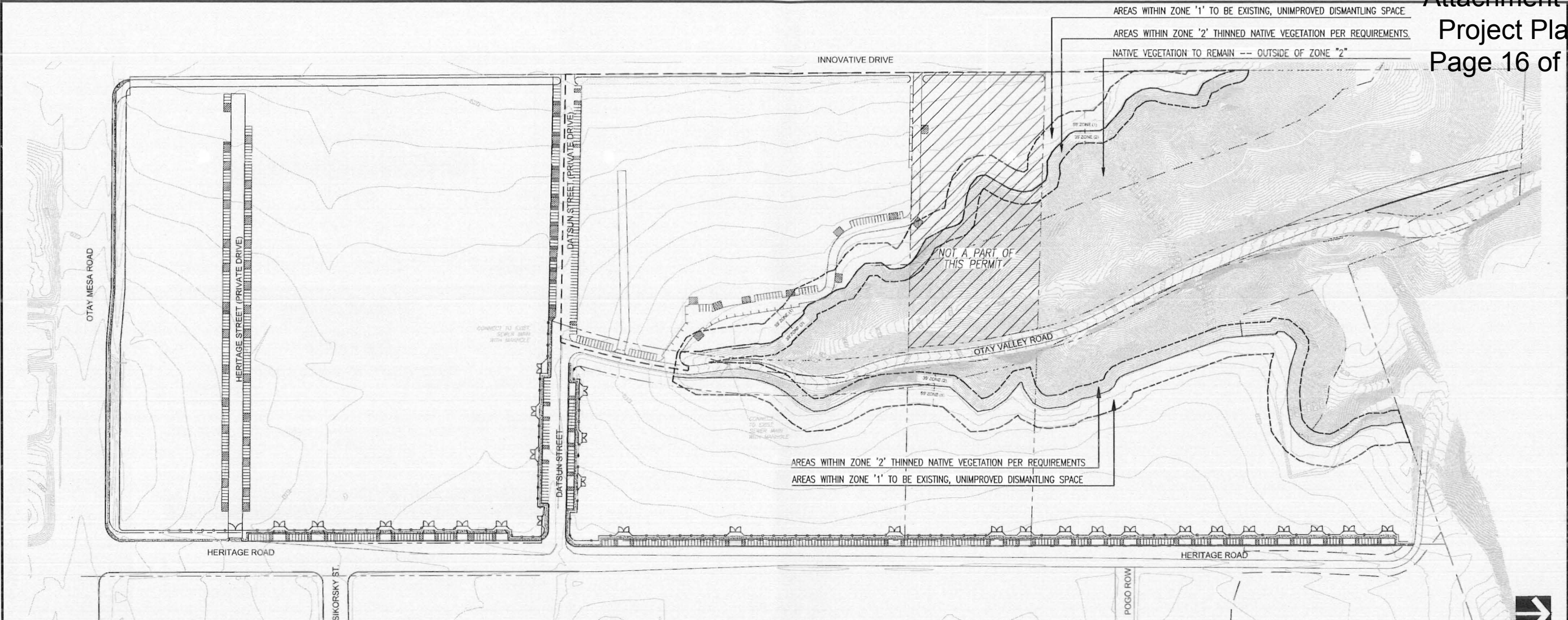
WALL AND FENCE LEGEND:

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 NAME:	ORIGINAL DATE:
OTAY MESA AUTO DISMANTLING	
SHEET TITLE:	SHEET 15 OF 16
MASTER PLANT LEGEND, NOTES, AND TYP. SECTIONS	
SITE DEVELOPMENT PERMIT / CONDITIONAL USE PERMIT	DEPT. NO. PROJECT NO. 537267





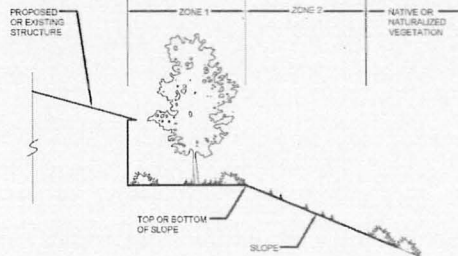


# OTAY MESA ROAD AUTO DISMANTLING : BRUSH MANAGEMENT PLAN

## 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(f) or 142.0412(b), 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 TYPICAL ZONE DEPTH	PROPOSED THIS PROJECT
ZONE 1	MINIMUM ZONE 1 WIDTH (SEE SECTION 142.0.0412 (D))	35 FT.	55 FT.
ZONE 2	MINIMUM ZONE 2 WIDTH (SEE SECTION 142.0.0412 (F))	55 FT.	35 FT.

- 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 MSCP 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. 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-gallage spray heads may be used in Zone Two. Overspray and runoff from the irrigation shall not drift 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 residing or working in the area.
- j) 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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BRUSH MANAGEMENT PLAN	
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