



COMMUNITY DEVELOPMENT DEPARTMENT - PLANNING DIVISION
1243 NATIONAL CITY BLVD., NATIONAL CITY, CA 91950

PLANNING COMMISSION STAFF REPORT

Title: CONDITIONAL USE PERMIT MODIFICATION FOR THE EXPANSION OF A SELF STORAGE FACILITY WITH ACCESSORY TRUCK RENTAL AND A ZONE VARIANCE TO ALLOW TRUCKS TO BACK IN FROM A PUBLIC STREET LOCATED AT 1300 WILSON AVENUE (U-HAUL)

Case File No.: 2021-10 CUP, Z

Location: Southeast corner of Civic Center Drive and I-5

Assessor's Parcel Nos.: 559-061-14 and 559-061-18

Staff report by: David Welch – Associate Planner

Applicant: Miguel Sanchez

Zoning designation: Limited Commercial (CL) / Westside Specific Plan (WSP)

Adjacent use and zoning:

- North: Caltrans R.O.W. across Civic Center Dr. and parking lot / CL
- East: Industrial and residential uses across Wilson Avenue / Mixed Commercial Residential (MCR-1) and (MCR-2)
- South: Westside Building Material / CL
- West: San Diego Trolley and I-5 / Rights-of-way

Environmental review: The proposed project has been reviewed in compliance with the California Environmental Quality Act (CEQA) and has been determined to be categorically exempt from environmental review pursuant to Class 32, Section 15332 (In-fill Development Projects) for which a Notice of Exemption will be filed subsequent to approval of this Conditional Use Permit and Zone Variance.

Staff recommendation: Approve

Staff Recommendation

Staff recommends approval of the request to expand an existing self-storage facility with accessory truck rental and a zone variance to allow trucks to back in off a public street, subject to the attached recommended conditions. A self-storage facility is a conditionally-allowed use in the CL zone and the proposed expansion would better serve the storage and truck rental needs of the area.

Executive Summary

The applicant proposes to construct a single-story 30,925 square-foot warehouse building to store U-Box containers for their self-storage customers. A modification of the existing Conditional Use Permit (CUP) for the self-storage facility is requested to add this new building and the accessory warehouse use. A zone variance is also requested to permit a loading area that will require trucks to back in off the street. The design is intended to limit the number of trucks entering the site as well as reduce conflict with customer traffic. Additional parking will be provided off-site at a parking lot under common ownership across Civic Center Drive.

Site Characteristics

The project site is a 3.29-acre property located on the west side of Wilson Avenue south of Civic Center Drive. The property is developed with a 170,002 square-foot self-storage building with three floors. The property is unique in that the lot is long and skinny. Although it is over 970 feet long, it is only 183 feet deep. Rental trucks on site are limited to 50 by the existing CUP approved in 2013, Case File No. 2013-20 CUP. A Specific Plan Amendment, along with the CUP, permitted the existing use and an adaptive re-use of the property. Parking and rental truck storage exist on the northern and southern portions of the property along with two smaller structures that would be demolished to make room for the proposed warehouse. The approved CUP established a parking requirement of 11 spaces. There is currently sufficient space for overflow parking on the southern portion of the property, which is proposed to be redeveloped. U-Haul has also acquired a 0.52 acre property across Civic Center Drive that is currently being developed with additional parking for this site. Existing pedestrian signals and crosswalks at the intersection with Wilson Avenue would provide safe access to the new parking area for customers and employees.

The area has a mix of uses with single-family residential properties alongside warehouses, light manufacturing, and auto repair businesses, which is typical of the Westside. The site is also adjacent to rights-of-way for the San Diego Trolley

and Interstate 5. To the north, there is an entrance ramp to northbound Interstate 5 and the proposed parking area for U-Haul. To the south, there is an existing building materials business. To the east, there is a mix of businesses and residences. The west side of the site is adjacent to the San Diego Trolley right-of-way.

Proposed Use

The applicant proposes to expand the existing self-storage facility permitted with 2013-20 CUP by adding a 30,925 square-foot warehouse building. The warehouse would house U-Haul's "U-Box" product, which is a type of container used for self-storage and moving. U-Haul would require advanced notice from customers to access a U-Box from the new building. Since this product is also used for moving, U-Haul is proposing a loading dock that is capable of accommodating 10-12 semi-trucks per day. The trucks would allow U-Haul to transport the U-Boxes to larger facilities before they are shipped to their ultimate destination. Site constraints would make it infeasible to use smaller vehicles for transport since it is not well-suited for a large number of trucks. A Zone Variance is requested to allow the semi-trucks to back in off of Wilson Avenue into the site, which is not permitted in Chapter 18.41 – Site Planning Standards of the Land Use Code. An increase in required parking will be met with an off-site parking facility. No increase in the number of rental trucks is proposed. No changes are proposed to the hours of operation, which are 7:00 a.m. to 7:00 p.m. Monday through Thursday and Saturdays, 7:00 a.m. to 8:00 p.m. Fridays, and 9:00 a.m. to 5:00 p.m. Sundays.

Analysis

General Plan

A self-storage facility is a conditionally-allowed use within the CL zone of the WSP, which is consistent with the General Plan. However, the proposed loading area would accommodate truck traffic accessing the property. The Circulation Element of the General Plan has one policy related to truck traffic:

Policy C-6.2: Enforce the use of designated truck routes for both local and regional goods transport.

The subject property is located at the southwest corner of Civic Center Drive and Wilson Avenue. Civic Center Drive is designated as an alternate truck route with direct freeway access and links to a primary truck route at Harbor Drive and an

alternative route on National City Boulevard. U-Haul is currently utilizing semi-trucks at the subject site, which are not easily accommodated in the existing parking areas. With immediate access to Civic Center Drive and Interstate 5, the property is well-located to utilize existing truck routes. The proposed loading docks are intended to alleviate difficulties loading trucks on the site. Staff has included conditions of approval to require trucks to turn left out of the site towards Civic Center Drive to avoid the use of neighborhood streets as well as limit the number of trucks serving the facility daily to prevent an increase in traffic.

Specific Plan

The WSP was amended in 2013 to allow self-storage facilities as a conditionally-allowed use in the CL zone, which was when the existing U-Haul facility was proposed. The new warehouse building would be an accessory use to this facility. The development helps address one of the goals of the CL zone, which is for the zone to serve as a buffer between the freeway and the adjacent neighborhood. The WSP has modified development standards that the portion of the site being developed would need to adhere to, such as a requirement for an eight-foot high wall along the freeway. Conditions of approval are included to address compliance with the development standards of the WSP.

Land Use Code

The project site, as described above, is a long and skinny property that is bifurcated by a large existing building that was redeveloped into the existing self-storage facility. Since the site was developed before many of the development standards in the LUC were adopted by the City, the site and existing building are considered legal, non-conforming for certain development standards such as internal circulation. However, the proposed warehouse building and any related site improvements would be required to conform with the current code since it is new development.

During staff review of the original design for the proposed development a comment was provided to the applicant stating that a section of Chapter 18.41 – Site Planning Standards of the LUC was not met by the design, which would have required trucks to back in off the public street to utilize the proposed loading area. The applicant was able to provide revised drawings in conformance with this section of the Code. However, the resulting three-point turning movement that allowed semi-trucks to turn around within the site posed a potential conflict with U-Haul customers accessing the storage facility on the south side of the main building and raised safety concerns with the applicant. Based on the shape

of the lot, the location and shape of the existing building, and the location customer entrance, the applicant is requesting a zone variance to allow a loading area that requires trucks to back in from a public street. The applicant also proposes to use semi-trucks for the new warehouse to limit the number of vehicles accessing the site. The ability to back in would also reduce the amount of maneuvering operations of the trucks, which reduce emissions and noise impacts, as well as being safer for customers on site.

Parking

The existing self-storage facility was approved with 11 required parking spaces, nine for the retail component of the business and two additional spaces for the self-storage use. At the time, it was taken into consideration that the site had additional space for overflow customer parking should it be needed. The facility was also permitted to have up to 50 rental trucks on the site. The proposed warehouse building will take away the overflow space on the site and, therefore, create a need for more parking in conformance with the LUC. The new 30,925 square-foot building will be used as a warehouse, which has a parking ratio of one space per 1,000 square feet of floor area, and result in an increase of 31 spaces for a total parking requirement of 42 spaces. U-Haul is developing a new parking area on the north side of Civic Center Drive with 40 new spaces. Along with ten existing spaces on the south side of the main building and twelve more spaces directly adjacent to the retail section of the building, the new spaces will be sufficient to serve customers and employees for the overall use of the site. Additional spaces remain on the north side of the main building, which can be used for the storage of the rental trucks. A condition of approval is included to require an off-site parking agreement for the new parking area in conformance with Chapter 18.45.030 – Off-site facilities of the code.

Traffic/Circulation

U-Haul generally serves the community within 3-½ miles of the outlet. The existing CUP has conditions of approval that limit the maximum number of rental trucks to 50, require only non-diesel rental vehicles, and require that all vehicles be stored on site (not on adjacent city streets). These conditions will remain in effect unless modified by resolution.

According to U-Haul, storage and rental centers generate less and lighter vehicle traffic than a comparably-sized industrial or commercial use. For example, a typical center of 80,000 square feet would generate approximately 31 average daily trips (ADT) on a weekday and 53 on a weekend day. The opinion of staff for

the original CUP was that the self-storage facility would result in a lower than expected ADT and not have a significant impact on traffic in the area. The new warehouse building, per information provided by SANDAG, would generate approximately 5 ADT per 1,000 square feet. Information provided by U-Haul suggests an average trip generation rate of 0.36 ADT per 1,000 square feet on weekdays and 0.72 on weekend days. This would result in the new building generating 155 ADT on weekdays using SANDAG's numbers and 11.1 ADT using U-Haul's numbers (22.3 ADT on weekends). Based on the low expected increase in ADT and access to the freeway, staff is still of the opinion that the facility would not have a significant impact on traffic in the area.

Mailing

All property owners and occupants within a distance of 300 feet are required to be notified of a public hearing for a CUP application. Notice of this public hearing was sent to 108 occupants and owners. No comments in response to the mailing have been received as of the drafting of this report.

Department Comments

Comments were provided by the Engineering and Fire Departments related to standard requirements for new developments. The Planning Division also provided a cursory review of the proposed plans with comments related to the Land Use Code and Westside Specific Plan. All comments have been incorporated as conditions of approval for the CUP.

Findings for Approval

The Municipal Code contains six required findings for CUPs as follows:

1. The proposed use is allowable within the applicable zoning district pursuant to a Conditional Use Permit and complies with all other applicable provisions of the Land Use Code.

Self-storage facilities are identified as a conditionally-allowed use in the Limited Commercial (CL) zone, and the conditions of approval will require compliance with all applicable development standards in the Land Use Code.

2. The proposed use is consistent with the General Plan and any applicable specific plan.

The Westside Specific Plan conditionally allows self-storage uses in the CL zone; the Westside Specific Plan is consistent with the General Plan. The proposed warehouse building will be required to meet applicable development standards in the Westside Specific Plan.

3. The design, location, size, and operating characteristics of the proposed activity would be compatible with the existing and future land uses in the vicinity.

The property will be partially redeveloped with a new warehouse building and an off-site parking facility will provide enough parking spaces based on provisions outlined in the Land Use Code. The proposed development, subject to the conditions of approval, meets all requirements for such uses outlined in the Land Use Code, as discussed above, and the current street network is able to absorb additional vehicular traffic without resulting in an unsatisfactory level of service.

4. The site is physically suitable for the type, density, and intensity of use being proposed, including access, utilities, and the absence of physical constraints.

The property is large enough to accommodate an additional building complying with Land Use Code standards along with existing driveways and sufficient access to utilities.

5. Granting the permit would not constitute a nuisance or be injurious or detrimental to the public interest, health, safety, convenience, or welfare, or materially injurious to persons, property, or improvements in the vicinity and zone in which the property is located.

The proposed project will provide an adequate loading area for trucks to service the new warehouse building and additional parking for customers and employees will be provided with an off-site parking facility. The new warehouse building will serve as a buffer blocking noise and views of Interstate 5 from the neighborhood.

6. The proposed project has been reviewed in compliance with the California Environmental Quality Act (CEQA).

The proposed project has been reviewed in compliance with the California Environmental Quality Act (CEQA) and has been determined to be categorically

exempt from environmental review pursuant to Class 32, Section 15332 (In-fill Development Projects) for which a Notice of Exemption will be filed subsequent to approval of this Conditional Use Permit.

In addition, the Municipal Code requires three additional findings for the granting of a Zone Variance:

1. Due to special circumstances applicable to the property, including size, shape, topography, location or surroundings, the strict application of the Land Use Code deprives such property of privileges enjoyed by other property in the vicinity and under identical zoning classification.

With few exceptions, properties in the Limited Commercial zone were developed before Chapter 18.41 – Site Planning Standards, which established requirements for loading facilities with adequate space to allow trucks to enter a site without backing in from a public street, and Chapter 18.45.110 – Loading Requirements, which established minimum standards for the provision of loading space. Furthermore, most properties in the zoning classification are less than 10,000 square feet in area and, thus, unable to comply with either Chapter. The subject property is relatively narrow, with a depth of 183 feet, and bifurcated by a large existing building. The provision of turnaround space for trucks on the site is infeasible as it would lead to safety concerns for customers accessing the existing building.

2. The variance is subject to conditions that will assure that the adjustment thereby authorized shall not constitute a grant of special privileges inconsistent with the limitations upon other properties in the vicinity and zone in which such property is situated.

The project will be subject to conditions of approval that limit the daily number of trucks that will back in from the public street assuring the site will not have an increase over the number of trucks currently utilizing the site.

3. The variance is not granted for a parcel of property which authorizes a use or activity which is not otherwise expressly authorized by the zone regulation governing the parcel of property.

The property is within the CL zone, which conditionally-allows self-storage facilities. The proposed warehouse is an expansion of an existing facility and is allowed as an accessory use.

Findings for Denial

There are two findings for denial of the CUP as follows:

1. The proposed expansion of the use is not deemed essential and desirable to the public convenience and welfare, because there are five other self-storage facilities serving the city and the existing development fully utilizes the existing site.
2. Granting the permit would constitute a nuisance or be injurious or detrimental to the public interest, health, safety, convenience, or welfare, or materially injurious to persons, property, or improvements in the vicinity and zone in which the property is located, because it would allow for trucks to back in off the public street and permit the use of trucks with diesel engines further contributing to air quality issues.

There is one finding for denial of the Zone Variance as follows:

1. The proposal to construct a warehouse building as an accessory to an existing self-storage facility will increase the movement of goods at the site and thereby grants a special privilege inconsistent with the limitations of other properties in the zone classification.

Conditions of Approval

Conditions of Approval are included that address City Department comments. Conditions cover code requirements (Fire & Building), grading and improvement requirements (Engineering), and the proposed loading docks (Planning). Staff has also included a condition that maintains the existing conditions of approval from previous CUP unless otherwise modified by resolution.

Summary

The proposed expansion of the self-storage facility with a new accessory warehouse building is consistent with the Land Use Code and Westside Specific Plan with the approval of a CUP and Zone Variance request. Conditions of Approval will ensure that the business operates in harmony with existing uses in the area. The expansion of the use is minimal since the number of trucks serving

the new warehouse will be limited by the conditions of approval and they will be required to turn left out of the site to utilize existing truck routes. Adequate parking for the expansion will be provided at an off-site parking area. Staff is recommending approval of this CUP and Zone Variance request. A Notice of Decision will then be provided to the City Council.

Options

1. Approve 2021-10 CUP, Z subject to the conditions listed within, based on the attached findings, or findings to be determined by the Planning Commission; or
2. Deny 2021-10 CUP, Z based on the attached findings or findings to be determined by the Planning Commission; or,
3. Continue the item to a specific date in order to obtain additional information.

Attachments

1. Recommended Findings
2. Recommended Conditions of Approval
3. Overhead
4. Applicant's Plans (Exhibit A, Case File No. 2021-10 CUP, Z, dated 7/7/2022)
5. Notice of Exemption
6. Public Hearing Notice (Sent to 108 property owners & occupants)
7. Resolutions

David Welch

DAVID WELCH
Associate Planner

ARMANDO VERGARA
Director of Community Development

RECOMMENDED FINDINGS FOR APPROVAL
OF THE CONDITIONAL USE PERMIT
2021-10 CUP, Z – U-Haul

1. The proposed use is allowable within the applicable zoning district pursuant to a Conditional Use Permit and complies with all other applicable provisions of the Land Use Code, because self-storage facilities are identified as a conditionally-allowed use in the Limited Commercial (CL) zone, and the conditions of approval will require compliance with all applicable development standards in the Land Use Code.
2. The proposed use is consistent with the General Plan and any applicable specific plan, because the Westside Specific Plan conditionally allows self-storage uses in the CL zone; the Westside Specific Plan is consistent with the General Plan. The proposed warehouse building will be required to meet applicable development standards in the Westside Specific Plan.
3. The design, location, size, and operating characteristics of the proposed activity would be compatible with the existing and future land uses in the vicinity, because the property will be partially redeveloped with a new warehouse building and an off-site parking facility will provide enough parking spaces based on provisions outlined in the Land Use Code. The proposed development, subject to the conditions of approval, meets all requirements for such uses outlined in the Land Use Code, as discussed above, and the current street network is able to absorb additional vehicular traffic without resulting in an unsatisfactory level of service.
4. The site is physically suitable for the type, density, and intensity of use being proposed, including access, utilities, and the absence of physical constraints, because the property is large enough to accommodate an additional building complying with Land Use Code standards along with existing driveways and sufficient access to utilities.
5. Granting the permit would not constitute a nuisance or be injurious or detrimental to the public interest, health, safety, convenience, or welfare, or materially injurious to persons, property, or improvements in the vicinity and zone in which the property is located, because the proposed project will provide an adequate loading area for trucks to service the new warehouse building and additional parking for customers and employees will be provided with an off-site parking facility. The new warehouse building will serve as a buffer blocking noise and views of Interstate 5 from the neighborhood.

6. The proposed project has been reviewed in compliance with the California Environmental Quality Act (CEQA) and has been determined to be categorically exempt from environmental review pursuant to Class 32, Section 15332 (In-fill Development Projects) for which a Notice of Exemption will be filed subsequent to approval of this Conditional Use Permit.

RECOMMENDED FINDINGS FOR APPROVAL
OF THE ZONE VARIANCE

2021-10 CUP, Z – U-Haul

1. Due to special circumstances applicable to the property, including size, shape, topography, location or surroundings, the strict application of the Land Use Code deprives such property of privileges enjoyed by other property in the vicinity and under identical zoning classification because with few exceptions, properties in the Limited Commercial zone were developed before Chapter 18.41 – Site Planning Standards established requirements for loading facilities with adequate space to allow trucks to enter a site without backing in from a public street and Chapter 18.45.110 – Loading Requirements established minimum standards for the provision of loading space. Furthermore, most properties in the zoning classification are less than 10,000 square feet in area and, thus, unable to comply with either Chapter. The subject property is relatively narrow, with a depth of 183 feet, and bifurcated by a large existing building. The provision of turnaround space for trucks on the site is infeasible as it would lead to safety concerns for customers accessing the existing building.
2. The variance is subject to conditions that will assure that the adjustment thereby authorized shall not constitute a grant of special privileges inconsistent with the limitations upon other properties in the vicinity and zone in which such property is situated because the project will be subject to conditions of approval that limit the daily number of trucks that will back in from the public street assuring the site will not have an increase over the number of trucks currently utilizing the site.
3. The variance is not granted for a parcel of property which authorizes a use or activity which is not otherwise expressly authorized by the zone regulation governing the parcel of property, because the property is within the CL zone, which conditionally-allows self-storage facilities. The proposed warehouse is an expansion of an existing facility and is allowed as an accessory use.

RECOMMENDED FINDINGS FOR DENIAL
OF THE CONDITIONAL USE PERMIT

2021-10 CUP, Z – U-Haul

1. The proposed expansion of the use is not deemed essential and desirable to the public convenience and welfare, because there are five other self-storage facilities serving the city and the existing development fully utilizes the existing site.
2. Granting the permit would constitute a nuisance or be injurious or detrimental to the public interest, health, safety, convenience, or welfare, or materially injurious to persons, property, or improvements in the vicinity and zone in which the property is located, because it would allow for trucks to back in off the public street and permit the use of trucks with diesel engines further contributing to air quality issues.

RECOMMENDED FINDINGS FOR DENIAL
OF THE ZONE VARIANCE

2021-10 CUP, Z – U-Haul

1. The proposal to construct a warehouse building as an accessory to an existing self-storage facility will increase the movement of goods at the site and thereby grants a special privilege inconsistent with the limitations of other properties in the zone classification.

RECOMMENDED CONDITIONS OF APPROVAL

2021-10 CUP, Z – U-Haul

General

1. This Conditional Use Permit and Zone Variance authorizes an expansion of an existing self-storage facility with accessory truck rental (U-Haul) located at 1300 Wilson Avenue to allow a new warehouse building and trucks to back in from a public street to access a loading area. Plans submitted for permits associated with this project shall conform to Exhibit A, Case File No. 2021-10 CUP,Z, dated 7/7/2022.
2. Unless specifically modified by this resolution, all Conditions of Approval of City Council Resolution 2012-175 shall remain in full force and effect.
3. Before this *Conditional Use Permit* and *Zone Variance* shall become effective, the applicant and the property owner shall both sign and have notarized an Acceptance Form, provided by the Planning Division, acknowledging and accepting all conditions imposed upon the approval of this permit. Failure to return the signed and notarized Acceptance Form within 30 days of its receipt shall automatically terminate the *Conditional Use Permit* and *Zone Variance*. The applicant shall also submit evidence to the satisfaction of the Planning Division that a Notice of Restriction on Real Property is recorded with the County Recorder. The applicant shall pay necessary recording fees to the County. The Notice of Restriction shall provide information that conditions imposed by approval of the *Conditional Use Permit* and *Zone Variance* are binding on all present or future interest holders or estate holders of the property. The Notice of Restriction shall be approved as to form by the City Attorney and signed by the Director of Community Development prior to recordation.
4. *Within four (4) days of approval*, pursuant to Fish and Game Code 711.4 and the California Code of Regulations, Title 14, Section 753.5, the applicant shall pay all necessary environmental filing fees for the San Diego County Clerk. Checks shall be made payable to the *County Clerk* and submitted to the National City Planning Department.
5. This permit shall become null and void if not exercised within one year after adoption of the resolution of approval unless extended according to procedures specified in the Municipal Code.
6. This permit shall expire if the use authorized by this resolution is discontinued for a period of 12 months or longer. This permit may also be revoked, pursuant to provisions of the Land Use Code, if discontinued for any lesser period of time.
7. This *Conditional Use Permit* may be revoked if the operator is found to be in violation of any Conditions of Approval or applicable law. The property, the use and the permittee shall comply with all applicable law at all times.

Engineering

8. All public improvements shall be in accordance with the San Diego Regional Standard Drawings (SDRSD), National City Standard Drawings, Cal Trans Standard Drawings, and the Standard Specifications for Public Works Construction (The Greenbook).
9. A Hydrology study (100 year flood) is required for the new project. The study should consider the proposed project area to the closest municipal storm drain collection point. The study should consider the adequacy of the existing storm drain system to convey any additional run off. All Hydrology study findings and recommendations are part of Engineering Department requirements.
10. A drainage plan shall be submitted showing all of the proposed and existing on-site and off-site improvements. The plan shall be prepared by a Registered Civil Engineer, or other qualified professional, and shall be in accordance with the City requirements. In particular, the plan shall show the following:
 11. Site drainage away from the building foundation (including downspouts), the drainage collection system, site BMPs, and flow from the site drainage system to the street and city storm drain.
 12. The Storm Water BMP Requirements Applicability Form I-1 and if required I-2 checklist for the National Pollutant Discharge Elimination System (NPDES) is required to be completed and submitted to the Engineering Department. The checklist will be required when a project site is submitted for review of the City Departments. The checklist is available at the Engineering Division web site at the link below *. If it is determined that the project is subject to the "Priority Project Permanent Storm Water BMP Requirements" and the City of National City Storm Water Best Management Practices of the Jurisdictional Urban Runoff Management Program (JURMP) approved Standard Urban Storm Water Mitigation Plan (SUSMP) documentation will be required prior to issuance of an applicable engineering permit. The SUSMP shall be prepared by a Registered Civil Engineer.

*<http://www.nationalcityca.gov/city-government/engineering-public-works/engineering-division/online-services-forms-fees>.

13. The Best Management Practices (BMPs) for the maintenance of the proposed construction shall be undertaken in accordance with the National Pollutant Discharge Elimination System (NPDES) regulations which may require a Storm Water Pollution Prevention Plan (SWPPP) for the project. An approved SWPPP will be required prior to issuing of a construction permit.

14. All surface run-off shall be treated with an approved Standard Urban Runoff Mitigation Plan (SUSMP) Best Management Practice (BMP) for all Priority SUSMP projects. No runoff will be permitted to flow over the sidewalk. Adjacent properties shall be protected from surface run-off resulting from this development. An executed BMP Maintenance Agreement shall be submitted for approval by the City and recorded against the property. The agreement is available at the Engineering Division web site at the link below *.

*<https://www.nationalcityca.gov/home/showpublisheddocument/13694/636268151047970000>

15. The property owner, or its successors and assigns shall be responsible for the maintenance, repair, or reconstruction of all irrigation and landscaping improvements installed within the public right-of-way. Sprinkler heads shall be adjusted so as to prevent overspray upon the public sidewalk or the street. The proposed sprinkler heads shall be installed behind the sidewalk, and the irrigation mainline upon private property only, as required by the City. The property owner or, its successors or assigns, shall be remove and relocate all irrigation items from the public right-of-way at no cost to the City, and within a reasonable time frame upon a written notification by the City Engineer.
16. Metallic identification tape shall be placed between the bottom layer of the finished surface and the top of all irrigation lines in the public right-of-way.
17. A grading and drainage plan shall be submitted showing all of the proposed and existing on-site and off-site improvements. The plan shall be prepared in accordance with the City's standard requirements by a Registered Civil Engineer. All necessary measures for prevention of storm water pollution and hazardous material run-off to the public storm drain system from the proposed parking lot or development shall be implemented with the design of the grading. This shall include the provision of such devices as storm drain interceptors, clarifiers, or filters. Best Management Practices for the maintenance of the parking lot, including sampling, monitoring, and cleaning of private catch basins and storm drains, shall be undertaken in accordance with the National Pollution Discharge Elimination System (NPDES) regulations. A private storm water treatment maintenance agreement shall be signed and recorded. A check list for preparation of the grading plan/drainage plan is available at the Engineering Department.
18. All existing and proposed curb inlet on property shall be provided with a "No Dumping" signage in accordance with the NPDES program.
19. A sewer permit will be required. The method of sewage collection and disposal shall be shown on the grading/drainage plan. Any new sewer lateral in the City right-of-way shall

be 6 inch in size with a clean out. A sewer stamp "S" shall be provided on the curb to mark the location of the lateral.

20. Street and sewer plans prepared by Registered Civil Engineer, shall be include in the grading plan set showing all of the existing and proposed improvements. The plans shall be in accordance with City requirements.
21. A soils engineering report shall be submitted for the Engineering Department's review, after Planning Commission approval. The report shall address the stability of all of the existing and proposed slopes on the property. It shall also address the adequacy of the building pads, the criteria for any new retaining wall design, the maximum allowable soil bearing pressure and the required pavement structural sections for the proposed streets, the parking areas, and the driveways. As a minimum, the parking lot pavement sections shall be 2 inch A.C. over 4 inch Class II aggregate base. The street pavement sections shall be in accordance with National City modified Standard Drawing G-34. All soils report findings and recommendations shall be part of the Engineering Department requirements.
22. The existing street improvements along the property frontage(s) shall be kept free from weed growth by the use of special weed killers, or other approved methods.
23. All existing survey monuments, including any benchmark, within the boundaries of the project shall be shown on the plans. If disturbed, a licensed land surveyor or civil engineer shall restore them after completion of the work. A Corner Record shall be filed with the County of San Diego Recorder. A copy of the documents filed shall be given to the City of National City Engineering Department as soon as filed.
24. The driveway on Wilson Avenue shall be an alley entrance type driveway with pedestrian ramps per SDRSD G-17.
25. A permit shall be obtained from the Engineering Department for all improvement work within the public right-of-way, and any grading construction on private property.
26. Street improvements shall be in accordance with the City Standards. All missing street improvements shall be constructed. Abandoned driveway aprons shall be replaced with curb, gutter, and sidewalks.
27. The site plan shall be revised to show the following:
 - Existing and proposed contour lines to a distance of 15 feet beyond the property lines.

- Proposed pad elevation.
- Proposed finish floor elevation.
- Proposed drainage flow indicator arrows with slope shown.
- All existing utility mains in the street and all existing utility service laterals on site to include sewer, water, gas, and electric.
- All existing structures on site identified as existing to remain or existing to be demolished.

28. A title report shall be submitted to the Engineering Department, after the Planning Commission approval, for review of all existing easements and the ownership at the property.

29. NO PARKING zone(s) (red curbing) shall be provided along the property frontage(s) at the following location(s): Twenty feet on either side of the proposed expanded driveway.

30. A cost estimate for all of the proposed grading, drainage, street improvements, landscaping and retaining wall work shall be submitted with the plans. A performance bond equal to the approved cost estimate shall be posted. A deposit in the amount of three percent (3%) of the engineers cost estimate or \$10,000 (whichever is greater) shall also be deposited with the City as an initial cost for plan checking and inspection services at the time the plans are submitted. The deposit is subject to adjustment according to actual worked hours and consultant services.

31. A hydromodification plan or a letter sealed and signed by the Engineer of Work explaining why the project is exempt from hydromodification requirements shall be submitted.

32. Please add the following to the site plan:

- A legend showing all line types and symbols used
- Clearly show all ROWs and identify the street name.
- The State Highway Right of Way shall be shown and identified
- The proposed building shall be dimensioned and distances from property lines and other buildings shown.
- The proposed expanded driveway will have red curb marking painted on either side of the opening from the PCR to a distance of twenty feet (20') along the street.
- Appropriate signage shall be installed along Wilson Avenue to warn drivers of trucks entering the roadway and movements across the center line into oncoming traffic. Distances from the centerline of the driveway to the warning signs shall be shown.

Fire

33. Project shall be designed to code.
34. The National City Fire Department utilizes all current codes and ordinances. Currently, we are using the 2019 editions of NFPA, CFC and the current edition of the CCR.
35. Fire alarm and fire sprinkler shall be evaluated and installed for intended use per code.
36. Fire apparatus access roads shall comply with the requirements of this section (Section 5 CFC 2013) and shall extend to within 150 feet of **all** portions of the facility and **all** portions of the exterior walls of the first story of the building as measured by an **approved** route around the exterior of the building. Dead-end fire apparatus access roads in excess of 150 feet in length shall be provided with an approved area for turning around fire apparatus.
37. The required width of emergency fire apparatus access roads shall not be **obstructed in any manner**, including parking of vehicles. All access roads shall be no less than 20 feet wide, no less than 14 feet high and shall have an all weathered road with the ability to support 75 thousand pounds or greater. Where a fire hydrant is located on a fire apparatus road, the minimum road width shall be 26 feet. A 28 foot turning radius is required for fire department access through site. All fire department access roads shall be painted and signed to prevent parking in these required designated emergency areas.
38. Fire hydrants that may be located throughout the project as not to have a separation distance greater than 300 feet. Fire hydrants to be located within 300 feet of all locations which are roadway accessible. (Measurement starts from nearest public fire hydrant to project)
39. Parking shall not impact requirements of turn-around provision of roadway at any time, if required.
40. The following items pertain to fire hydrants:
 - a. Size and location, including size and number of outlets and whether outlets are to be equipped with independent gate valves.
 - b. Fire hydrant to be of three outlet design.
41. Provide calculation confirming flow availability to meet fire flow demands and supply large diameter hose (4 inch).
42. Fire hydrants to be marked by use of blue reflective marker in the roadway.
43. Upon submittal for an underground permit, the following shall be included:
 - Data sheet for Back-Flows
 - Data sheets for Private and Commercial Hydrants
 - Data sheets for Post Indicator Valves

Information on required fire hydrants back-flow devices, etc.; can be acquired from Sweetwater Authority.

All pipe and their appliances, shall meet industry/code standards for underground use

44. An approved water supply for fire protection, either temporary or permanent, shall be made available as soon as combustible material arrives on the site
45. Approved vehicle access for firefighting shall be provided to all construction and demolition sites. Vehicle access shall be provided to within 100 feet of temporary or permanent fire department connections. Vehicle access shall be provided by either temporary or permanent roads, capable of supporting vehicle loading under all weather conditions. Vehicle access shall be maintained until permanent fire apparatus access roads are available
46. Approved signs or other approved notices or markings (Red Curb) that include NO PARKING – FIRE LANE shall be provided for fire apparatus access roads to identify such roads or prohibit the obstruction thereof. The means by which fire lanes are designed shall be maintained in a clean and legible condition at all times and be replaced or repaired when necessary to provide adequate visibility. **All projects shall be evaluated for this necessary application.**
47. The fire code official shall have the authority to require or permit modifications to the required access widths where they are inadequate for fire rescue operations or where necessary to meet the public safety objectives of the jurisdiction.
48. Grade of fire apparatus road shall be within the limits established (15% Grade) by the fire code official based on fire department's apparatus.
49. If entrance/exit gates are used, they shall be equipped with Knox Box and Emergency Strobes so as to provide emergency vehicle access and egress. A Knox Key Switch shall be required in conjunction with strobe for emergency access, and shall be placed at front of property. Please contact the National City Fire Department for exact field location
50. Buildings or portions of buildings or facilities exceeding 30 feet in height above the lowest level of fire department vehicle access shall be provided with approved fire apparatus access roads capable of accommodating fire department aerial apparatus. Overhead utility and power lines shall not be located within the aerial fire apparatus access roadway
51. Where the roof has a slope less than four units vertical in 12 unit's horizontal, a hose connection shall be located to serve the roof of at the highest landing of a stairway with stair access to the roof provided in accordance with the current code
52. Where there is conflict between a general requirement and a specific requirement, the specific requirement shall be applicable. Where, in a specific case, different sections of

this code specify different materials, methods of construction or other requirements, the most restrictive shall govern.

53. Should any plan corrections be required, contractor must correct the plan and re-submit to the Fire Department for approval once again prior to installation.

Planning

54. An off-site parking agreement shall be recorded for the property located at 433 ½ Civic Center Drive in conformance with Chapter 18.45.030 – Off-site facilities and submitted to the Planning Division prior to the issuance of any permits for the proposed warehouse building.
55. Prior to the issuance of any permits for the proposed warehouse building, plans shall be revised in conformance with the development standards of the Westside Specific Plan and Land Use Code and comments provided by the Planning Division in a letter dated June 3, 2021.
56. Permits shall be obtained for any new signage associated with the proposed expansion of the business. Please contact the Planning Division for information on sign regulations in National City.
57. A maximum of 12 semi-trucks of up to 72 feet in length are permitted on site per day. Any additional movement of goods shall be accommodated by non-diesel powered vehicles capable of accessing the loading area without backing in from the public street. No vehicles used for loading and unloading on the site shall be stored on adjacent public streets.
58. A sign shall be installed on site, visible to vehicles existing the driveway serving the proposed warehouse building, which includes language prohibiting trucks from turning right onto Wilson Avenue.
59. A landscape and underground irrigation plan shall be submitted as part of the construction permitting process. Installation and continued maintenance of minimum landscaping items required by the Westside Specific Plan and the Land Use Code, including adequate landscaped area, street trees, and shrubs.
60. Plans submitted for improvements must comply with the current editions of the California Building, Electrical, Plumbing, Mechanical, and Fire Codes.



COMMUNITY DEVELOPMENT DEPARTMENT – PLANNING DIVISION
1243 NATIONAL CITY BLVD., NATIONAL CITY, CA 91950

NOTICE OF EXEMPTION

TO: Assessor/Recorder/County Clerk
Attn: Fish and Wildlife Notices
1600 Pacific Highway, Suite 260
San Diego, CA 92101
MS: A-33

Project Title: 2021-10 CUP,Z

Project Location: 1300 Wilson Avenue National City, CA 91950

Lead Agency: City of National City

Contact Person: David Welch **Telephone Number:** (619) 336-4224

Description of Nature, Purpose and Beneficiaries of Project:

Conditional Use Permit for the expansion of an existing self-storage facility with an accessory warehouse building located at 1300 Wilson Avenue

Applicant: Miguel Sanchez **Telephone Number:** (702) 931-1586
1300 Wilson Ave.
National City, CA 91950

Exempt Status:

Categorical Exemption - Class 32 Section 15332 In-fill Development Projects

Reasons why project is exempt:

There is no possibility that the proposed use will have a significant impact on the environment since construction of the warehouse will be an accessory building on a developed site, which is devoid of any habitat or sensitive lands use. Traffic will be restricted by a condition of approval limiting the number of trucks entering the site. The approved zone variance is consistent with the use and limitations of other properties in the same zone classification.

Date:

DAVID WELCH, Associate Planner



CITY OF NATIONAL CITY - PLANNING DIVISION
1243 NATIONAL CITY BLVD., NATIONAL CITY, CA 91950

NOTICE OF PUBLIC HEARING

CONDITIONAL USE PERMIT MODIFICATION FOR
THE EXPANSION OF A SELF STORAGE FACILITY
WITH ACCESSORY TRUCK RENTAL AND A
ZONE VARIANCE ALLOW TRUCKS TO BACK IN FROM A PUBLIC STREET
LOCATED AT 1300 WILSON AVENUE (U-HAUL)
CASE FILE NO.: 2021-10 CUP, Z
APNs: 559-061-14 and 559-061-18

The National City Planning Commission will hold a public hearing at their regular meeting after the hour of 6:00 p.m. **Monday, August 15, 2022**, in the City Council Chambers, Civic Center, 1243 National City Boulevard, National City, California, on the proposed request. (Applicant: Miguel Sanchez)

The applicant is proposing to expand an existing 170,002 square-foot self-storage facility with accessory truck rental with an existing Conditional Use Permit (CUP) with a new 30,925 square-foot warehouse building on the same site to be utilized by the business. The applicant is also requesting a zone variance to be able to construct a loading dock serving the new warehouse building that will necessitate trucks to back in from the public street.

Plans are available for review at the City's Planning Division, Civic Center. Members of the public are invited to comment. Written comments should be received by the Planning Division on or before 4:00 p.m., **August 15, 2022** by submitting it to PlcPubComment@nationalcityca.gov. Planning staff who can be contacted at 619-336-4310 or planning@nationalcityca.gov.

If you challenge the nature of the proposed action in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Planning Commission at, or prior to, the public hearing.

NATIONAL CITY PLANNING DIVISION

ARMANDO VERGARA
Director of Community Development