



AGENDA

Regular Planning Commission Meeting

Monday, December 2, 2024 at 6:00 P.M.

Council Chamber, City Hall

1243 National City Boulevard, National City CA 91950

Richard Martin Miller, Chair

Randi Marie Castle, Vice-Chair

Claudia E. Valenzuela, Commissioner

Ricardo Sanchez, Commissioner

Liliana Armenta, Commissioner

Pearl Quinones, Commissioner

Beryl Forman, Commissioner

Ashlin Y. Lutes, Deputy City Attorney

Carlos Aguirre, Director of Community Development

David Welch, Associate Planner

Sarah Esendencia, Executive Secretary

Thank you for participating in local government and the City of National Planning Commission Meetings.

Meetings: Regular Planning Commission Meetings are held on the first and third Mondays of the month at 6:00 p.m. Special Closed Session Meeting and Workshops may be same day, the start time is based on needs. Check Special Agendas for times.

Location: Regular Planning Commission Meetings are held in the Council Chamber located at City Hall, 1243 National City Boulevard, National City, CA 91950, the meetings are open to the public.

Agendas and Material: [Agendas and Agenda Packet](#) for items listed are available on the City website, and distributed to the Planning Commission no less than 72 hours prior to the Planning Commission Meeting. Sign up for [E-Notifications](#) to receive alerts when items are posted.

Public Participation: Encouraged in a number of ways as described below. Members of the public may attend the Planning Commission Meeting in person, watch the Planning Commission Meeting via [live](#) web stream, or participate remotely via Zoom. [Recording of Meetings](#) are archived and available for viewing on the City's website.

Public Comment: Persons wishing to address the Planning Commission on matters not on the agenda may do so under Public Comments. Those wishing to speak on items on the agenda may do so when the item is being considered. Please submit a Speaker's Slip to the Executive Secretary prior to the meeting or immediately following the announcement of the item. All comments will be limited up to three (3) minutes. The Presiding Officer shall have the authority to reduce the time allotted to accommodate for a large number of speakers. (*City Council Policy 104*)

If you wish to submit written comment [email](#) to the Planning Commission Secretary at least 4 hours prior to the Planning Commission Meeting to allow time for distribution to the Planning Commission.

American Disabilities Act Title II: In compliance with the American Disabilities Act (ADA) of 1990, persons with a disability may request an agenda in appropriate alternative formats as required by Title II. Any person with a disability who requires a modification or accommodation in order to participate in a meeting should direct such request to the Planning Department, Sarah Esendencia (619) 336-4227 at least 24 hours in advance of the meeting.



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Gracias por participar en las reuniones del gobierno local y del Consejo de la Ciudad de National City.

Reuniones: Las reuniones regulares del Comisión de Planificación se llevan a cabo el primer y tercer martes del mes a las 6:00 p.m. La reunión especial de sesión privada y los talleres pueden ser el mismo día, la hora de inicio se basa en las necesidades. Consulte las agendas especiales para conocer los horarios.

Ubicación: Las reuniones regulares del Comisión de Planificación se llevan a cabo en la Cámara del Consejo ubicada en el Ayuntamiento, 1243 National City Boulevard, National City, CA 91950, las reuniones están abiertas al público.

Agendas y Material: Las Agendas y el Paquete de Agenda para los temas enumerados están disponibles en el sitio web de la Ciudad y se distribuyen al Comisión de Planificación no menos de 72 horas antes de la Reunión del Concejo Municipal. Regístrese para recibir notificaciones electrónicas cuando se publiquen artículos.

Participación pública: Se fomenta de varias maneras como se describe a continuación. Los miembros del público pueden asistir a la Reunión del Comisión de Planificación en persona, ver la Reunión del Concejo Municipal a través de la transmisión web en vivo o participar de forma remota a través de Zoom. Las grabaciones de las reuniones están archivadas y disponibles para su visualización en el sitio web de la Ciudad.

Comentario Público: Las personas que deseen dirigirse al Comisión de Planificación sobre asuntos que no están en la agenda pueden hacerlo bajo Comentarios públicos. Quienes deseen hacer uso de la palabra sobre los temas del programa podrán hacerlo cuando se esté examinando el tema. Por favor, envíe una solicitud del orador al Secretario de la Ciudad antes de la reunión o inmediatamente después del anuncio del artículo. Todos los comentarios estarán limitados a tres (3) minutos. El Presidente tendrá la autoridad para reducir el tiempo asignado para dar cabida a un gran número de oradores. (Política del Concejo Municipal 104)

Si desea enviar comentarios por escrito, envíe un correo electrónico a la Oficina del Secretario de la Ciudad al menos 2 horas antes de la Reunión del Comisión de Planificación para dar tiempo a la distribución al Consejo Municipal.

Servicios de interpretación en español: Los servicios de interpretación en español están disponibles, comuníquese con el Secretario de la Ciudad antes del inicio de la reunión para obtener ayuda.

Título II de la Ley de Discapacidades Americanas: En cumplimiento con la Ley de Discapacidades Americanas de 1990, las personas con discapacidad pueden solicitar una agenda en formatos alternativos apropiados según lo requerido por el Título II. Cualquier persona con una discapacidad que requiera un modificación o adaptación para participar en una reunión debe dirigir dicha solicitud a la Oficina del Secretario de la Ciudad (619) 336-4228 al menos 24 horas antes de la reunión.



AGENDA

Regular Planning Commission Meeting

Monday, December 2, 2024 at 6:00 P.M.

Council Chamber, City Hall

1243 National City Boulevard, National City CA 91950

PLEDGE OF ALLEGIANCE

Chair Miller

PUBLIC COMMENT (Limited up to three (3) minutes)

In accordance with State law, an item not scheduled on the agenda may be brought forward by the general public for comment; however, the Planning Commissioners will not be able to discuss or take action on any issue not included on the agenda. Speakers will have up to three (3) minutes.

APPROVAL OF AGENDA

1. Approval of the Agenda for the Meeting of December 2, 2024

APPROVAL OF MINUTES OF PREVIOUS MEETING

2. Approval of Minutes from the Meeting of November 18, 2024

CONTINUED PUBLIC HEARINGS

3. Determination that the project is categorically exempt from the California Environmental Quality Act (CEQA) under Class 32 of the CEQA guidelines Section 15332 (Infill-Development Projects) and Conditional Use Permit for a Proposed Development comprised of a new service station, convenience store with request for off-sale alcohol (ABC Type-21), drive-through car wash, drive-through eating place, and five residential units with Zone Variance request related to maximum driveway width, minimum street wall, and the location of parking spaces, to be located on vacant properties on the north side of Sweetwater Road between Olive Street and Orange Street. Case File No.: 2024-08 CUP APNS: 563-252-12-00, 563-252-13-00, 563-252-14-00, and 5633-252-23-00.

STAFF REPORTS

ADJOURNMENT

Adjournment to the regularly scheduled meeting on December 16, 2024 at 6:00 p.m.



AGENDA

Regular Planning Commission Meeting

Monday, December 2, 2024 at 6:00 P.M.

Council Chamber, City Hall

1243 National City Boulevard, National City CA 91950

AFFIDAVIT OF POSTING MEETING AGENDA

STATE OF CALIFORNIA)
COUNTY OF SAN DIEGO) SS
CITY OF NATIONAL CITY)

I, Sarah Esendencia, Executive Secretary of the City of National City, hereby declare under penalty of perjury that a copy of the above Agenda of the Regular Meeting of the Planning Commission of the City of national City, California, was delivered and/or notice by email no less than 72 hours, before the hour of 6:00 p.m. on December 2, 2024, to the members of the Planning Commission, and caused the agenda to be posted on the City's website at www.nationalcityca.gov and at National City Hall, 1243 National City Blvd., National City, California 91950.

/s/: Sarah Esendencia

Sarah Esendencia, Executive Secretary



Planning Commission Minutes

Regular Planning Commission
Meeting of November 18, 2024

IN PERSON AND ONLINE MEETING

<https://www.nationalcityca.gov/webcast>

LIVE WEBCAST

Council Chambers, Civic Center
1243 National City Boulevard
National City, CA 91950

These minutes have been abbreviated. Video recordings of the full proceedings are on file and available to the public.

CALL TO ORDER

A Regular Meeting of the Planning Commission of the City of National City was called to order at 6:01 p.m. via teleconference and in the Council Chamber, located in City Hall, 1243 National City Boulevard, National City, California.

ROLL CALL

Commissioners Present: Valenzuela, Sanchez, Quinones, Miller, Castle, Armenta.

6:04 p.m. Vice-Chair Castle joined.

6:05 p.m. Commissioner Sanchez joined.

Vice-Chair Castle discloses that the doors were locked.

Commissioners Absent: Forman.

Staff Also Present: Director of Community Development Carlos Aguirre, Associate Planner David Welch, Assistant Planner Sophia Depew, Deputy City Attorney Ashlin Y. Lutes, Sergeant Joseph Camacho, and Executive Secretary Sarah Esendencia.

PLEDGE OF ALLEGIANCE

Pledge of Allegiance led by Chair Miller.

PUBLIC COMMENTS

Alisha Morrison made a public comment not related to the agenda.

Doyle Morrison made a public comment not related to the agenda.

APPROVAL OF AGENDA

1. Approval of Agenda for the Regular Planning Commission Meeting on November 18, 2024.

Motion by Castle, second by Quinones, to approve the agenda.

Motion carried by the following vote:

Ayes: Valenzuela, Sanchez, Quinones, Miller, Castle, Armenta.

Noes: None.

Abstain: None.

Absent: Forman.

Motion approved.

APPROVAL OF MINUTES

2. Approval of Minutes for the Regular Planning Commission Meeting of November 4, 2024.

Motion by Castle, second by Armenta, to approve the minutes.

Motion carried by the following vote:

Ayes: Valenzuela, Sanchez, Quinones, Miller, Castle, Armenta.

Noes: None.

Abstain: None.

Absent: Forman.

Motion approved.

PUBLIC HEARINGS

4. Determination that the project is categorically exempt from the California Environmental Quality Act (CEQA) under Class 32 of the CEQA guidelines Section 15332 (Infill-Development Projects) and Conditional Use Permit for

a Proposed Development compromised of a new service station, convenience store with request for off-sale alcohol (ABC Type-21), drive-through, eating place, and five residential units with Zone Variance request related to maximum driveway, width, minimum street wall, and the location on the north side of Sweetwater Road between Olive Street and Orange Street. Case File No.: 2024-08 CUP APNS: 563-252-12-00, 563-252-13-00, 563-252-14-00, 5633-252-23-00.

Chair Miller discloses that Item 4 will be continued to a time certain in order to provide additional review time for staff.

Doyle Morrison made a public comment.

Alisha Morrison made a public comment.

Helen Chisolm made a public comment.

Ashley Morrison registered in opposition of the item.

Briana Bringas registered in opposition of the item.

Jesus Bringas registered in opposition of the item.

Jose Vasquez registered in opposition of the item.

Adrian Bringas registered in opposition of the item.

Patty Roman registered in opposition of the item.

Veronica Tena registered in opposition of the item.

Terry Lawson registered in opposition of the item.

Motion by Valenzuela, second by Quinones, to continue the item to a date certain (December 2, 2024).

Motion carried by the following vote:

Ayes: Valenzuela, Quinones, Miller, Armenta.

Noes: None.

Abstain: Sanchez, Castle.

Absent: Forman.

Motion approved.

Vice-Chair Castle states for the record that she voted no due to not being notified that the item would be continued prior to the meeting, and due to many residents in support of the item. She believed that the community involvement is important to the hearings and to the meetings and in respect to everyone's time so she voted no.

Commissioner Sanchez states for the record his no vote was for the same reason as Vice-Chair Castle.

3. Determine that the project is categorically exempt from the California Environmental Quality Act (CEQA) under Class 1 of the CEQA guidelines Section 15301 (Existing Facilities) and Conditional Use Permit for the addition of live entertainment and expansion of approved operating hours for beer and wine sales (Case File No.: 2024-21 CUP APN: 556-311-05-00ABC Type-41) at an existing restaurant (Mariscos El Tiburon) located at 5343 Highland Avenue. Case File No.: 2024-21 CUP APN: 556-311-05-00.

Commissioner Armenta discloses that she has had lunch at the restaurant and has done a property inspection as well as talked to the owner.

Vice-Chair Castle discloses that she is familiar of the property, has had discussion amongst residents when she was campaigning, and discloses that she is within 1,000 feet and states that she is within rights to vote on the item.

Commissioner Sanchez discloses that he lives within 1,000 feet of the property and recuses himself.

6:27 p.m. Commissioner Sanchez leaves the dias.

Assistant Planner Sophia Depew, made a PowerPoint presentation.

Socorro Vasquez, representative of the applicant was present to answer any questions from the Commissioners and Public had.

Tammy Chavez made a public comment.

Alex Fernandez made a public comment.

Daisy Alcantar made a public comment.

Motion by Castle, second by Armenta to close the Public Hearing.

Motion carried by the following vote:

Ayes: Valenzuela, Quinones, Miller, Castle. Armenta.

Noes: None.

Abstain: None.

Absent: Forman.

Recuse: Sanchez.

Motion approved.

Motion by Castle, second by Valenzuela, to adopt Resolution No. 2024-18, a Resolution of the Planning Commission of the City of National City, California determining that the project is categorically exempt from the California Environmental Quality Act (CEQA) under Class 1 of the CEQA guidelines Section 15301 (Existing Facilities) and approving a conditional use permit modification for beer and wine sales (ABC Type-41) at a new restaurant (Tacos El Franc) located at 3030 Plaza Bonita Road, Suite 1108 Case File No.: 2024-14 CUP APN: 564-471-07-00 as amended by Vice-Chair Castle on Conditions 9 and 10.

Motion carried by the following vote:

Ayes: Valenzuela, Quinones, Miller, Castle. Armenta.

Noes: None.

Abstain: None.

Absent: Forman.

Recuse: Sanchez.

Motion approved.

Chair Miller states that the operators of the restaurant fully understand all the conditions of approval and abide by them. As staff mentioned, if there are issues, if Code Enforcement or Police are called, the item can come back to Planning Commission for revocation.

7:51 p.m. Commissioner Sanchez returned to the dias.

OTHER BUSINESS

5. Request to initiate a General Plan Amendment and Zone Change for property located at 3040 East 16th Street and neighboring parcels to change the zoning from RS-2 to MXC-1.

Associate Planner David Welch made a PowerPoint presentation.

Sushmitha Kudari, representative of the applicant was present to answer any questions from the Commissioners and Public had.

Motion by Valenzuela, second by Sanchez to approve the initiation of the General Plan Amendment and Zone Change.

Motion carried by the following vote:

Ayes: Valenzuela, Quinones, Sanchez, Miller, Castle. Armenta.

Noes: None.

Abstain: Castle.

Absent: Forman.

Motion approved.

Vice-Chair Castle states for the record that she abstains due to a potential conflict and states she has alerted the Deputy City Attorney.

COMMISSIONER REPORTS:

Deputy City Attorney: None.

Director of Community Development: Sends his appreciation to the Commission for their diligence that they put to each item and apologizes for continuing item 4 and thanks for everyone understanding.

Vice-Chair Castle: Thanks staff for their efforts and hard work that goes into planning. Stated that she did agree with the public comments about something being done at the crosswalk on Orange due to an extended family member who was hit and passed away. Wishes everyone a Happy Thanksgiving.

Commissioner Valenzuela: Ask counsel if notices were not perfected. Deputy City Attorney answered her question. Valenzuela wishes everyone a Happy Thanksgiving.

Commissioner Sanchez: Thanks staff for the reports and states 'we won the Baja.'

Commissioner Armenta: Thanks staff for their patience for all the information with emails and states that she needs to learn more of the process on item 4.

Commissioner Quinones: Thanks staff for all the work they do request public is notified whether an item will be pulled or canceled in the future. Wishes everyone a Happy Thanksgiving.

Commissioner Forman: Absent.

Chair Miller: States the work that is done by staff and Planning Commission, it is the actual implementation of democracy. Wishes everyone a Happy Thanksgiving.

ADJOURNMENT

Chair Miller adjourned to the Regular Meeting of the Planning Commission of the City of National City, Monday, December 2, 2024, at 6:00 p.m. in the Council Chamber, located in City Hall, 1243 National City Boulevard, National City, California.

The meeting adjourned at 8:24 p.m.

Sarah Esendencia, Executive Secretary

The foregoing minutes were approved at the Regular Meeting of December 2, 2024.

Martin Miller, Chair



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

PLANNING COMMISSION STAFF REPORT

Title: PUBLIC HEARING – DETERMINATION THAT THE PROJECT IS CATEGORICALLY EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) UNDER CLASS 32 OF THE CEQA GUIDELINES SECTION 15332 (INFILL-DEVELOPMENT PROJECTS) AND CONDITIONAL USE PERMIT FOR A PROPOSED DEVELOPMENT COMPRISED OF A NEW SERVICE STATION, CONVENIENCE STORE WITH REQUEST FOR OFF-SALE ALCOHOL (ABC TYPE-21), DRIVE-THROUGH CAR WASH, DRIVE-THROUGH EATING PLACE, AND FIVE RESIDENTIAL UNITS WITH A ZONE VARIANCE REQUEST RELATED TO MAXIMUM DRIVEWAY WIDTH, MINIMUM STREET WALL, AND THE LOCATION OF PARKING SPACES, TO BE LOCATED ON VACANT PROPERTIES ON THE NORTH SIDE OF SWEETWATER ROAD BETWEEN OLIVE STREET AND ORANGE STREET.

Case File No.: 2024-08 CUP ZV

Location: 2311 Sweetwater Road and 3320-3336 Orange Street

Assessor's Parcel Nos.: 563-252-12-00, 563-252-13-00, 563-252-14-00, and 563-252-23-00

Staff report by: David Welch, Associate Planner

Applicant: Highland Avenue Property Investments, LLC

Zoning designation: Major Mixed-Use District (MXD-2)

Adjacent use and zoning:

North: Single-Family Attached Residential / County of San Diego

East: Residential and Convenience Store across Orange St. / Small Lot Residential (RS-2), MXD-2, and County of San Diego

South:	Caltrans Right-of-Way across Sweetwater Rd. / Open Space (OS), MXD-2
West:	Single-Family Residential / MXD-2
Environmental review:	Categorically exempt from environmental review pursuant to Class 32, Section 15332 (In-Fill Development Projects)
Staff recommendation:	Approve

Staff Recommendation

Staff recommends approval of the proposed development requesting a new gasoline service station, convenience store with off-sale alcohol (ABC Type 21), drive-through car wash, drive-through eating place, and five residential units, subject to the recommended conditions in the attached resolution and a determination that the project is exempt from CEQA. The requested uses are conditionally-allowed within the Major Mixed-Use District (MXD-2) and the project is consistent with the General Plan and Land Use Code (LUC) with the approval of the requested Zone Variance (ZV).

Executive Summary

The applicant proposes to construct an 11,478 square-foot building that includes a convenience store, drive-through eating place, and five residential units in conjunction with a new gasoline service station on an approximately 29,500 square-foot vacant property. A drive-through automated car wash is also proposed with the service station. Off-sale alcohol (ABC Type-21) for beer, wine, and distilled spirits is requested for the convenience store. A Zone Variance is also requested for a deviation from the maximum driveway width, minimum street wall requirements, and the minimum setback for parking spaces.

Site Characteristics

The project is located on a 0.68-acre property comprised of four vacant lots located at the corner of Sweetwater Road and Orange Street. The site was previously annexed and rezoned to the MXD-2 district and a proposed commercial retail use and drive-through was also originally approved. After the original approval expired, another Conditional Use Permit for a similar drive-through project was approved in 2022. Unlike the previously approved projects, the current proposal does not include an adjacent single-family lot addressed 2305 Sweetwater Road. The site is relatively flat and would require minimal grading to develop. However, the shape of the lot is triangular with a depth of approximately 203 feet on the eastern side of the property and a depth of just under 80 feet on the western side of the property. The overall width is approximately 201 feet.

To the north, there are single-family residences located in the County of San Diego. The northern portion of the street frontage along Orange Street is abutting the County of San Diego and single-family homes across the street. The remaining frontage is across the street from properties in National City, which are currently zoned Small Lot Residential (RS-2) and MXD-2. The property zoned

MXD-2 to the east is occupied by a 7-11 convenience store. To the south, across Sweetwater Road, is Caltrans right-of-way occupied by the interchange of Interstate 805 and State Highway 54. Directly east of the site is the single-family home at 2305 Sweetwater Road. Additionally, the Sweetwater Road frontage includes newly-installed separated bike lanes on the north side of the right-of-way as well as a HAWK pedestrian crossing to access the bus stop on the south side of the road.

Proposed Use

The project proposes multiple uses of the property including a gasoline service station, convenience store, drive-through eating place, automated drive-through car wash, and residential units. Off-sale alcohol is also requested for the convenience store. Of these uses, the approval of a Conditional Use Permit (CUP) is required for the service station and convenience store, the sale of alcoholic beverages, and the drive-through. The zoning of the property, MXD-2, permits mixed-use developments and, specifically, the individual uses requested for this development.

The gasoline service station is proposed to have six double-sided fuel pumps (12 fueling stations). The fuel pump island would also serve to provide a total of 12 parking spaces. This use is subject to specific requirements in Section 18.30.190 of the LUC, which will be discussed in the subsequent section. Accessory to the service station is the proposed 900 square-foot automated car wash, which will be accessed from the southeast corner of the property. The fuel pumps and car wash are proposed to operate 24 hours daily. The variances requested by the applicant are largely related to the proposed service station use. The requests include a deviation from the maximum driveway width to allow 40-foot driveway entrances, a deviation from the minimum street wall requirement, and a deviation from the minimum setback requirement for parking space. A service station requires access for semi-trucks to deliver fuel and more “open air” space for the fuel pumps, which leads to a development style that is different than what is ordinarily permitted within the zone.

The convenience store is proposed within a 3,329 square-foot retail space in a new 14,932 square-foot building to the west of the fuel pumps. The building will also have 4,658 square-foot basement level that can be used for storage. The proposed hours of operation for the convenience store are 24 hours daily. Alcohol sales, however, are proposed from 6:00 a.m. to 2:00 a.m. daily. The applicant is requesting an ABC Type 21 license, which allows for the sale of

beer, wine, and distilled spirits for off-site consumption. Additional requirements related to the sale of alcohol beverages will be discussed in the subsequent section.

A drive-through lane is proposed to wrap around the western side of the proposed commercial building and serve a 1,297 square-foot suite that will house a restaurant or coffee shop. This suite will also have access from the Sweetwater frontage in conformance with the frontage standards of the MXD-2 zone. Additional requirements for drive-through lanes are discussed later in this report. The proposed queuing capacity of the drive-through lane is 12 vehicles.

Finally, the applicant proposed to construct five residential units on the second and third floors of the proposed building with the retail uses. Residential units are a permitted use and do not require discretionary approval. The total parking requirement for the proposed development is increased to 23 spaces with the provision of these units. During the review process, the applicant modified the proposed residential portion of the building to comply with to the height requirements of the zone.

Analysis

The applicant is proposing a development that requires the discretionary approval of seven separate requests. Each request should be considered independently for findings of consistency with the City's General Plan and Land Use Code.

General Plan

The proposed project contributes new commercial activity and infill development, which is encouraged by the General Plan:

Policy LU 5.3: Encourage businesses to employ National City residents and support efforts to reduce local unemployment.

Policy LU 5.4: Encourage and incentivize strategic adaptive reuse and infill development of vacant land in commercial and mixed-use areas.

The proposal is for the development of a currently vacant site with a mixed-use project providing a variety of commercial offerings as well as additional housing units. The new businesses will introduce additional job opportunities to the area

with seven employees at the new convenience store and service station and further employment at the future drive-through business.

The General Plan Land Use map designates the property a Major Mixed-Use, which allows up to 75 dwelling units per acre. The applicant's proposal only includes a residential density of 7.4 dwelling units per acre.

Land Use Code

In addition to specific code sections that will be discussed below, the project has been reviewed for conformance with the requirements of the MXD-2 zone and general development standards found in the LUC. The project meets all applicable standards, with the exception of the requested variances and some general requirements that will be included as conditions of approval. As previously mentioned, the proposed project is well below the maximum residential density of 75 dwelling units per acre and the maximum floor area ratio of 3.5 (less than 1.0 proposed). The project qualifies as a mixed-use development and is permitted to have additional floor area and reduced parking minimums. Thirty parking spaces are provided within the development, even though only 23 are required. While the project largely complies with the design standards of the zone, a condition of approval is included to ensure it is constructed in compliance with minimum transparency and frontage standards. Additional conditions require compliance with Chapters 18.44 – Landscaping and 18.46 – Outdoor Lighting of the LUC.

Service Stations

Section 18.30.190 of the LUC allows for service stations and convenience stores with gasoline pumps with an approved Conditional Use Permit (CUP). Additional requirements for service stations include site planning standards, screening, building design standards, landscaping, and operational standards.

Site Planning Standards - A service station requires a minimum of one hundred feet of street frontage and a minimum site area of fifteen thousand feet. The site has approximately 431 feet of frontage with a lot area of 29,455 square feet. Site planning standards encourage the fuel pump islands to be screened by the main building structure and that the convenience store be placed at the street frontage with display windows along the side walk to encourage pedestrian use. The shape of the site, as well as the additional drive-through uses, make it impractical to move the fuel pumps behind the proposed building. In addition, there are residences adjacent to the property in the location encouraged by the code. The

proposed development includes another commercial business along the street frontage and the convenience store is easily accessible via an internal sidewalk. Additional standards related to curb cuts for service stations are being met.

Screening - A masonry screening wall, not less than five feet and no more than six feet in height is required along lot lines adjoining residential zones. The applicant has proposed a seven-foot high masonry wall. A condition of approval has been added to reduce the proposed wall height to six feet.

Building Fronts - The design of the proposed development is subject to the requirements of the MXD-2 zone as well as design requirements for service stations. The proposed development complies with these requirements through a consistent design scheme and architectural details.

Landscaping - The code has a general requirement that ten percent of the gross site area shall be landscaping. The development proposes approximately 14% of the land area to be devoted to landscaping.

Use Regulations and other standards - The LUC has use regulations for service stations related to automotive service and repair, fuel pumps, product display, and lighting. Most of these regulations are not applicable because the applicant is not proposing any automotive service or repair with the project. Conditions of approval have been added to ensure compliance with these various regulations.

Noise – According to the Noise and Nuisance Element of the City's General Plan, the ambient noise levels from traffic at the subject site are approximately 70-75 dB(A). Proposed projects in areas with high ambient noise levels are required to conduct a noise study to determine if a project can comply with a maximum of level of 45 dB(A) for habitable spaces. Due to the inclusion of residential units with the proposed project, a noise study is required as a condition of approval for conformance with residential standards due to the high ambient noise levels as well as the proposed uses for the site (drive-through business and automated car wash). In addition, an additional condition has been included addressing the hours of operation of the automated car wash. Staff is recommending that the hours of operation be restricted to the hours for which lesser noise levels are permitted near residential uses (10:00 p.m. to 7:00 a.m.) in Title 12 of the National City Municipal Code.

Alcohol Sales

Section 18.30.050 of the LUC allows for off-site alcohol sales with an approved CUP. Additional requirements for alcohol CUPs include expanded notification, a community meeting, and distance requirements. City Council Policy 707 also regulates alcohol sales in the City. The applicant is proposing to sell beer, wine, and distilled spirits for off-site consumption in the convenience store. A condition of approval for the hours of alcohol sales reflects what the applicant has requested (6:00 a.m. to 2:00 a.m. daily). The store will be in operation 24 hours a day.

Mailing - All property owners and occupants within a distance of 660 feet are required to be notified of a public hearing for alcohol-related CUP applications. Notice of this public hearing was sent to 168 occupants and owners. The notice included information on all the requests of this application and is provided as Attachment 4. At the time of the writing of this report, no public comments have been received for this item.

Community Meeting - Pursuant to Section 18.30.050.C of the LUC, a community meeting was held on Thursday, August 28, 2024 at 5:30 p.m. at the National City Chamber of Commerce. The meeting advertisement is attached (Attachment 8). Per the applicant, one husband and wife attended the meeting and had no comments.

Distance Requirements – Per Section 18.30.050.D.5 of the LUC, no minimum distances from schools or other uses are required for convenience stores when alcohol sales are an accessory use. In addition, no schools are within the minimum distance of 660 feet.

Alcohol Sales Concentration/Location - According to the California Department of Alcoholic Beverage Control (ABC), there are four off-site license in census tract 122, where a maximum of two are recommended. Therefore, the census tract is considered to be over concentrated by ABC with regard to off-site alcohol sales outlets. The area along Sweetwater Road, east of N. 2nd Avenue, along with unincorporated Lincoln Acres, is included in Census Tract 122.

Police Department (PD) - The ABC Risk Assessment provided by PD allocated a total of 13 points, which places it in the Medium Risk category (Medium Risk is considered 13 to 18 points). The Risk Assessment is included as Attachment 6.

Institute for Public Strategies (IPS) - Comments were received from IPS with the following considerations:

1. Consider the issuance of a Type 20 license rather than Type 21. The ability to purchase alcohol at service stations may increase the opportunity for consumption while operating a vehicle.
2. Require that staff, management, and owner attend an in-person Responsible Beverage Sales and Service training. See the California Alcoholic Beverage Control website for future trainings.
3. Adhere to ABC requirements on window transparency.
4. Post required signage in English and Spanish.
5. Post signage related to open containers on the premises and loitering.

The license type being requested by the applicant is ABC Type-21. The applicant would need to modify their request with ABC as well as the City to obtain a Type-20 license. The other considerations have been incorporated as conditions of approval.

Standard conditions of approval are included in the report in compliance with City Council Policy 707. IPS comments are included as Attachment 7.

Drive-Through Businesses

Section 18.41.020.C of the LUC, has specific requirements for drive-through business. This section also states a CUP is required for a drive-through lane. The three requirements include:

- Minimum queuing distances (established by CUP).
- Minimum 25-foot interior turning radius for drive-through aisles.
- Location requirements for the drive-through window and landscaping

A Local Transportation Analysis was completed for the project, a portion of which studied the queuing of the proposed drive-through lane and automated car wash. Two separate case studies were used. The drive-through lane at a similar development located at 5494 Mission Center Road in the City of San Diego was used, which serves a drive-through only Starbucks coffee shop attached to a gasoline service station's convenience store. The maximum queue at this location was 12 vehicles. The proposed project has capacity for 12 queuing vehicles and is expected to have sufficient room. A second study was conducted at a car wash facility located on a gasoline service station property at 1803

Highland Avenue in National City. This study observed a maximum queue of three vehicles. The applicant modified their plans to provide sufficient queuing space for the proposed car wash by shifting the entrance to the south side of the property.

The two drive-through lanes proposed for the project have been reviewed by the Engineering Department. The drive-through lane serving the proposed coffee shop or eating place complies with minimum turning radius requirements and is exempt from additional landscaping requirements since it is not located between the building and the street frontage. The automated car wash is an accessory use to the service station and does not have the same impacts as a drive-through eating place since the selection menu is limited, no speaker system would be used, the volume of customers is relatively low as shown by queueing study, and the Engineering Department has already reviewed the proposed configuration. Staff does not consider this a drive-through business and, therefore, it would not be subject to additional requirements.

Traffic - The design of the proposed project places the drive-through lane at the back of the property and along the west side of the property on the west side of the property. A landscaped strip and masonry wall separates the drive-through lane from the adjacent property. A second drive-through lane for an automated car wash is located at the portion of the property closest to the intersection of Sweetwater Road and Orange Street. The car wash building is along the Orange Street frontage of the property. At the center of the property is a fuel pump island with 12 fueling stations, which is surrounded by the car wash, parking for residential units to the north, and a 14,932 square foot mixed-use building and parking to the west. Access to the site is from a two-way driveway on Orange Street and a two-way driveway on Sweetwater Road just east of the mixed-use building and adjacent row of parking. The configuration maximizes circulation on the property by creating a larger vehicle loop for the drive-through eating place that is served by a secondary exit and an internal loop served by wider two-way driveways that allows vehicles to access the fuel pumps, car wash entrance, and parking spaces. The applicant is also requesting wider drive-way entrances to reduce conflict with entering vehicles and fuel trucks. As previously mentioned, it is important to note the existing pedestrian and bicycle infrastructure on Sweetwater Road that would be impacted by this development.

The Local Transportation Analysis, Attachment 9, included a traffic impact analysis, which identified substantial effects from the proposed project. While

impacts were analyzed, the project was not subject to further study by the California Environmental Quality Act (CEQA) because no significant impact on Vehicle Miles Traveled (VMT) were found. The threshold for VMT impacts for a similar development is a project with at least 50,000 square feet of proposed commercial floor area. The basis for the project's traffic impacts is the anticipated trip generation. The analysis found that the project will generate a total of 2,743 daily trips with 195 AM peak hour trips and 231 PM peak hour trips. Of these 1,961 daily trips are Primary trips as opposed to Pass-By. Primary trips are those that are new to the street system as opposed to vehicles that are already circulating within the adjacent street network.

A Signal Warrant Analysis was included in the Local Transportation Analysis to study the need to upgrade the intersection of the Sweetwater Road and Orange Street with a traffic signal. The findings were significant. The level of delay within the existing conditions with the proposed project would be 23.7 seconds or Level of Service (LOS) C during the AM and 42.5 seconds or LOS E during the PM. In stark contrast, the intersection would operate at a LOS A for both periods with less than 10 second delay if a signal was introduced. The Local Transportation Analysis concluded that a traffic signal is warranted and that the applicant should pay a fair share of 70% the cost of removing the existing HAWK pedestrian crossing and installing a traffic signal at the Sweetwater Road and Orange Street intersection. In addition, the applicant is recommended to demo and reconstruct the existing bicycle infrastructure to provide driveway access to the site. These recommendations are included in the conditions of approval.

Noise - Noise issues related to drive-through businesses are usually related to vehicle queuing and ordering windows/speakers. Recent approvals for drive-through businesses have required noise-attenuating speakers at the ordering window, which is addressed in the conditions of approval. The Planning Commission may consider restrictions on the hours of operation of the business, which is proposing up to 24-hour a day operation. There are other 24 hour drive-through businesses currently operating within National City such as the Jack in the Box locations on Highland Avenue and East Plaza Boulevard as well as the under-construction Dutch Bros coffee shop. However, because of the ambient noise in the area due to the adjacent freeways, the speaker noise is not expected to be an issue.

Zone Variance

The MXD-2 zone supports the creation of mixed-use districts that serve as primary activity centers in the City, which are intended to function as twenty-four-hour neighborhoods for residents, workers, and visitors. Having a variety of uses in close proximity can have the effect of reducing car dependency. Development standards within this zone are intended to encourage developments with a sense of place, pedestrian-oriented environment, and accommodations for all modes of transportation. The proposed development, comprised of permitted uses in the MXD-2 zone, is unable to fully conform to the standards of this zone. The applicant has requested a Zone Variance for three requirements specific to the MXD-2 zone. The requests include:

- A deviation from the maximum two-way driveway width of 25 feet to allow for 40-foot driveway entrances.
- A deviation from the minimum street wall requirement of 75%. The street wall calculation in the MXD-2 zone is the percentage of street frontage with a building face constructed within 10 feet (the maximum setback) of the property line.
- A deviation from the 40-foot minimum parking setback adjacent to a street.

For the granting of a variance the following findings shall be made:

1. The variance shall be granted only when, because of special circumstances applicable to the property, including size, shape, topography, location or surroundings, the strict application of Title 18 deprives such property of privileges enjoyed by other property in the vicinity and under identical zoning classification.
2. Any variance granted shall be subject to such conditions as will assure 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.
3. A variance shall not be 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.

Drive-through businesses, gasoline service stations, and car washes are difficult to design in a manner that provides an environment that encourages a pedestrian-friendly urban district and the applicant is proposing all these uses. It is possible to design a project for these uses that conforms to all the standards of

the zone, but the subject property is of a size and shape reduces the ability to meet required standards. On the eastern portion of the site the street frontage along Orange Street is approximately 203 feet, which is sufficient depth for the type of development the applicant is proposing. However, along Sweetwater Road the approximately 228 feet of frontage tapers down to the western side of the site where the depth of the site is just under 80 feet. The proposed development's fuel pumps and canopy require a sufficiently large rectangular area that allows for vehicles to park while pumping gas and to circulate around the pumps. For this reason, the applicant's proposed location of the fuel pumps is the only reasonable placement on the site without reducing the number of available pumps. The proposed layout is further cemented by the request to include a drive-through lane with sufficient queuing space, which is accomplished by wrapping the lane around the back and western side of the property. The mixed-use building follows the standards of the MXD-2 zone, but it only occupies a portion of the site. The remainder of the space on the site is taken up by the car wash use.

The first variance request, to allow for two 40-foot driveway entrances, is related to the provision of adequate ingress and egress of fuel and other delivery trucks. Since the trucks are longer than standard passenger vehicles, their turning radius will be wider when entering and leaving the site. Without sufficient space there could be conflict with other entering or existing vehicles. There could also be issues with trucks cutting across a curb and damaging landscaping if they do not have proper maneuvering room. On a much larger site, the applicant could possibly provide an entrance specifically for trucks and longer driveway approaches to allow the trucks to exit without making a tight turn, but these options are not feasible on a 29,455 square-foot triangular property. Furthermore, the Sweetwater Road driveway is entering the roadway at an acute angle, exacerbating the potential for conflict while turning. Most service stations in National City were developed prior to the maximum driveway width requirement. Two such uses are established in the MXD-2 zone, Gas King at 3009 Highland Avenue and Shell at 1606 East Plaza Boulevard; both have at least one existing driveway entrance exceeding 40 feet in width. Gasoline service stations are typically dispersed and there is not a location within the same zone and in the vicinity of the proposed project. The use is permitted in the zone with approval of a CUP.

The second request is to deviate from the minimum street wall requirements of the MXD-2 zone. In order to meet this requirement, the bulk of the structures

would need to be located along the site's two street frontages along Sweetwater Road and Orange Street. In this instance, as discussed above, a large portion of the site is dedicated to a structure, (fuel pump island) that could not contribute to the street wall. On a larger or more rectangular property, the fuel pump island could be located behind the convenience store building as the LUC encourages. However, there is not sufficient lot depth, especially on the western portion of the property to accomplish this. The applicant's site layout provides some street wall with the proposed commercial building and the car wash building, but the 75% requirement is not met. The majority of existing commercial and mixed-use developments in the MXD-2 zone, which was established in 2012, do not meet the 75% street wall requirement. As discussed previously, the proposed uses in the development are permitted with the approval of a CUP.

The third request is to deviate from the 40-foot setback for parking areas. This requirement is intended to ensure that parking areas are located in the rear of properties to create quality urban or pedestrian-oriented developments within the City. As discussed previously, the size and shape of the site make it impractical to develop the fuel pump island behind the proposed mixed-use building. For this reason, the parking area is configured around the sides of the building and driveways circling the fuel pump island. The intent of the 40-foot setback is compromised by the layout of the site since it is impractical to construct buildings in front of the parking spaces, particularly with a triangular lot. The proposed spaces will also be partially screened by landscaping. As with the other variance requests, most commercial development in the MXD-2 zone precedes the setback requirement and has parking spaces within 40 feet of street-facing property lines. The proposed uses are permitted within the zone, as previously discussed.

Comments

Comments were received from the Engineering Department, Fire Department, and Sweetwater Authority related to the development of the property. The Police Department and Institute for Public Strategies also provided comments on the request for off-site alcohol sales. The comments regarding alcohol have been previously discussed. The Engineering Department provided standard comments related to grading, storm water, land development, and right-of-way improvements. In addition, per the findings in the Local Transportation Analysis additional review will be needed for the required right-of-way improvements discussed in the study, which are also added as conditions of approval. The Fire Department provided standard comments related to the California Fire Code and

fire access roads. The applicant is providing additional access at the request of the Fire Marshal on the property to the immediate west. The comments from Sweetwater Authority discussed the provision of service as related to the multiple parcels on site and right-of-way. The applicant will need to provide detailed plans to Sweetwater Authority once the design progresses. A condition of approval requiring a lot merger will also alleviate concerns with service provision. All comments are attached as conditions of approval in the draft resolution.

Findings for Approval

There are standard findings of approval for the requested Conditional Use Permit (CUP) as well as additional findings related to the sale of alcohol and specific findings related to the approval of a Zone Variance (ZV). The following are the standard findings for CUPs:

1. Allowable Use: The proposed uses are permitted within the Major, Mixed-Use District (MXD-2) zone, pursuant to a CUP, and the proposed uses meet the required guidelines in the Land Use Code (LUC) for service stations, drive-through eating places, and alcohol sales with the approval of a Zone Variance (ZV), as discussed in the staff report. The property is currently vacant and may be developed with the proposed mixed-use project.
2. General Plan Consistency: The proposed uses are permitted, subject to a CUP, by the Land Use Code, which is consistent with the General Plan. In addition, the mixed-use project with service station, drive-through eating place, and alcohol sales is consistent with the Major Mixed-Use zone land use designation and the Community Character element of the General Plan.
3. Compatibility, LUC, and Traffic: The project, as discussed in the staff report, conforms with the development standards of the MXD-2 with the approval of the requested ZV as well as the guidelines related to the specific uses of service stations, drive-through lanes, and alcohol sales. Regulations within the LUC are intended to ensure compatibility with the surrounding area. In addition, a Local Transportation Analysis was submitted and approved with requirements for off-site improvements that will alleviate the impacts of increased traffic from the proposed development.

4. Suitability: 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 site is largely flat with minimal grading required, it is located in an urbanized area with access to services and utilities, and the project will be reviewed for compliance with applicable codes related to building and fire safety prior to the development of the lot.
5. No Nuisance: The proposed uses will be subject to conditions that limit the sale of beer, wine, and distilled spirits for off-site consumption as well as the hours that it will be available. All staff members that sell alcohol are required to receive RBSS training. Additional conditions of approval related to the proposed uses will ensure the project adequately addresses concerns related to noise, traffic, and exterior lighting.
6. 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 and Zone Variance. With the approval of a Zone Variance, this project can be found to be consistent with all applicable general plan policies as well as the regulations of the MXD-2 zone. The site is less than five acres and located in an urbanized area with no value as habitat for endangered, rare or threatened species. The project proposes a mixed-use development that will have no possibility for significant impacts relating to traffic, noise, air quality, or water quality with the approval of the subject conditions. The site can be adequately served by all required utilities and public services.

Additionally, the following finding is related to the sale of alcoholic beverages:

7. Public Convenience and Necessity: The convenience store, a permitted use in the Major Mixed-Use District zone, will benefit from the sale of alcoholic beverages for off-site consumption by providing for a wider diversity of commercial offerings in the area. Alcohol sales will also added to the viability of the proposed business.

Finally, the LUC contains three required finding for the granting of a Zone Variance:

8. The variance shall be granted only when, because of special circumstances applicable to the property, including size, shape, topography, location or surroundings, the strict application of Title 18 deprives such property of privileges enjoyed by other property in the vicinity and under identical zoning classification: The project is proposed for a property with a size and shape that is insufficient for conformance with requirements related to maximum driveway width, minimum constructed street wall, and minimum parking setbacks. The property is 0.68 acres in size and has a width of approximately 201 feet. However, the depth of the site tapers significantly from 203 feet along Orange Street to approximately 80 feet on the western lot line of the property creating a special circumstance. As discussed in the staff report, the size and shape of the lot impacts the ability for the applicant to provide a compliant site design with the above requirements.
9. Any variance granted shall be subject to such conditions as will assure 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 requirements the applicant requests relief from were established with the MXD-2 zone in 2012. Existing service station developments within this zone exceed the maximum driveway requirement of the zone and most mixed-use or commercial development does not meet either the minimum street wall or parking setbacks of the zone. The requested variances will not result in the granting of a special privilege and conditions of approval will ensure that the resulting development will be constructed and operate in a manner consistent with the surrounding area.
10. A variance shall not be 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 proposed uses of the property are permitted in the MXD-2 zone with the approval of a CUP. A CUP, with conditions applicable to the requested uses, is included with this development proposal and the variance would not be approved without the approval of one or more of the proposed uses of the site.

Conditions of Approval

Standard Conditions of Approval have been included with this permit as well as conditions specific to the use regulations pertaining to the operation of a service station and drive-through business. Conditions related to off-site alcohol sales

per Council Policy 707 (hours of operation, employee training, and accessory sales, etc.) are also included. Several application-specific conditions have been discussed in the staff report and can be reviewed in the attached draft resolution.

Summary

The proposed uses are consistent with the General Plan due to gasoline service stations, drive-through lanes, and convenience stores selling alcoholic beverage for off-site consumption being conditionally-allowed uses in Major Mixed-Use District zone. Other uses proposed for this site, including five residential units and an automated car wash, are permitted in the zone. Alcohol sales and the operation of the car wash are considered incidental or accessory uses to the convenience store and service station. With the approval of the applicant's requested zone variances and the attached conditions of approval, the project can be found in compliance with all development regulations pertaining to the proposed uses in the Land Use Code. Specific conditions related to traffic and the requirement to make right-of-way improvements, noise, and lighting will also ensure the proposed development operates in harmony with the surrounding area. Staff encourages the Planning Commission to consider each request made by the applicant on their individual merits. It is within the purview of the Planning Commission to approve all or some to the requests, or deny the project as a whole, if appropriate findings can be made.

Options

1. Find the project exempt from CEQA under Class 32 of the CEQA Guidelines Section 15332 or other exemption and approve 2024-08 CUP, ZV, subject to the conditions included in the Resolution, or other conditions, and based on the findings included in the Resolution, or other findings to be determined by the Planning Commission; or,
2. Find the project exempt from CEQA under Class 32 of the CEQA Guidelines Section 15332 or other exemption and partially approve 2024-08 CUP, ZV, subject to conditions included in the Resolution, or other conditions, and based on the findings included in the Resolution, and other findings to be determined by the Planning Commission: or,
3. Find the project not exempt from CEQA and/or deny 2024-08 CUP, ZV based on the attached findings or findings to be determined by the Planning Commission; or,

4. Continue the item to a specific date in order to obtain additional information.

Attachments

1. Draft Resolution
2. Overhead
3. Applicant's Plans (Exhibit A, Case File No. 2024-08 CUP ZV, dated 11/13/2024)
4. Public Hearing Notice (Sent to 168 property owners & occupants)
5. Census Tract & Police Beat Maps
6. Police Department Comments
7. IPS Comments
8. Community Meeting Information
9. Local Transportation Analysis

RESOLUTION NO. 2024-20

A RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF NATIONAL CITY, CALIFORNIA DETERMINING THAT THE
PROJECT IS CATEGORICALLY EXEMPT FROM THE CALIFORNIA
ENVIRONMENTAL QUALITY ACT (CEQA) UNDER CLASS 32 OF THE CEQA
GUIDELINES SECTION 15332 (INFILL-DEVELOPMENT PROJECTS) AND
CONDITIONAL USE PERMIT FOR A PROPOSED DEVELOPMENT COMPRISED OF
A NEW SERVICE STATION, CONVENIENCE STORE WITH REQUEST FOR OFF-
SALE ALCOHOL (ABC TYPE-21), DRIVE-THROUGH CAR WASH, DRIVE-THROUGH
EATING PLACE, AND FIVE RESIDENTIAL UNITS WITH A ZONE VARIANCE
REQUEST RELATED TO MAXIMUM DRIVEWAY WIDTH, MINIMUM STREET WALL,
AND THE LOCATION OF PARKING SPACES, TO BE LOCATED ON VACANT
PROPERTIES ON THE NORTH SIDE OF SWEETWATER ROAD BETWEEN OLIVE
STREET AND ORANGE STREET.

CASE FILE NO. 2024-08 CUP, ZV

APNS: 563-252-12-00, 563-252-13-00, 563-252-14-00, and 563-252-23-00

WHEREAS, the Planning Commission of the City of National City considered a Conditional Use Permit for a proposed development comprised of a new service station, convenience store with request for off-sale alcohol (ABC Type-21), drive-through car wash, drive-through eating place, and five residential units with a Zone Variance request related to maximum driveway width, minimum street wall and the location of parking spaces, to be located on vacant properties on the north side of Sweetwater Road, between Olive Street and Orange Street, at a duly advertised public hearing held on December 2, 2024, at which time oral and documentary evidence was presented; and,

WHEREAS, at said public hearings the Planning Commission considered the staff report contained in Case File No. 2024-08 CUP, ZV maintained by the City and incorporated herein by reference along with evidence and testimony at said hearing; and,

WHEREAS, this action is taken pursuant to all applicable procedures required by State law and City law.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of National City, California, that the testimony and evidence presented to the Planning Commission at the public hearing held on December 2, 2024, support the following findings:

Findings for Approval of the Conditional Use Permit

1. The proposed uses are permitted within the Major, Mixed-Use District (MXD-2) zone, pursuant to a CUP, and the proposed uses meet the required guidelines in the Land Use Code (LUC) for service stations, drive-through eating places, and alcohol sales with the approval of a Zone Variance (ZV), as discussed in the staff report. The property is currently vacant and may be developed with the proposed mixed-use project.
2. The proposed uses are permitted, subject to a CUP, by the Land Use Code, which is consistent with the General Plan. In addition, the mixed-use project with service station, drive-through eating place, and alcohol sales is consistent with the Major, Mixed-Use zone land use designation and the Community Character element of the General Plan.
3. The project, as discussed in the staff report, conforms with the development standards of the MXD-2 with the approval of the requested ZV as well as the guidelines related to the specific uses of service stations, drive-through lanes, and alcohol sales. Regulations within the LUC are intended to ensure compatibility with the surrounding area. In addition, a Local Transportation Analysis was submitted and approved with requirements for off-site improvements that will alleviate the impacts of increased traffic from the proposed development.
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 site is largely flat with minimal grading required, it is located in an urbanized area with access to services and utilities, and the project will be reviewed for compliance with applicable codes related to building and fire safety prior to the development of the lot.
5. The proposed uses will be subject to conditions that limit the sale of beer, wine, and distilled spirits for off-site consumption as well as the hours that it will be available. All staff members that sell alcohol are required to receive RBSS training. Additional conditions of approval related to the proposed uses will ensure the project adequately addresses concerns related to noise, traffic, and exterior lighting.
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 and Zone Variance. With the approval of a Zone Variance, this project can be found to be consistent with all applicable general plan policies as well as the regulations of the MXD-2 zone. The site is less than five acres and located in an urbanized area with no value as habitat for endangered, rare or threatened species. The project proposes a mixed-use development that will have no possibility for significant impacts relating to traffic, noise, air quality, or water quality with the approval of the subject conditions. The site can be adequately served by all required utilities and public services.

Additionally, the following findings are related to the sale of alcoholic beverages:

7. Public Convenience and Necessity: The convenience store, a permitted use in the Major Mixed-Use District zone, will benefit from the sale of alcoholic beverages for off-site consumption by providing for a wider diversity of commercial offerings in the area. Alcohol sales will also added to the viability of the proposed business.
8. Based on findings 1 through 7 above, public convenience and necessity will be served by a proposed use of the property for the off-site sales of alcoholic beverages in accordance with applicable law and the recommended conditions. The use, as proposed and conditioned, will operate in harmony with surrounding uses, will not cause a nuisance, and will benefit the community looking for a quality restaurant experience.

Findings for Approval of the Zone Variance

1. The project is proposed for a property with a size and shape that is insufficient for conformance with requirements related to maximum driveway width, minimum constructed street wall, and minimum parking setbacks. The property is 0.68 acres in size and has a width of approximately 201 feet. However, the depth of the site tapers significantly from 203 feet along Orange Street to approximately 80 feet on the western lot line of the property creating a special circumstance. As discussed in the staff report, the size and shape of the lot impacts the ability for the applicant to provide a compliant site design with the above requirements.
2. The requirements the applicant requests relief from were established with the MXD-2 zone in 2012. Existing service station developments within this zone exceed the maximum driveway requirement of the zone and most mixed-use or commercial development does not meet either the minimum street wall or

parking setbacks of the zone. The requested variances will not result in the granting of a special privilege and conditions of approval will ensure that the resulting development will be constructed and operate in a manner consistent with the surrounding area.

3. The proposed uses of the property are permitted in the MXD-2 zone with the approval of a CUP. A CUP, with conditions applicable to the requested uses, is included with this development proposal and the variance would not be approved without the approval of one or more of the proposed uses of the site.

BE IT FURTHER RESOLVED that the application for a Conditional Use Permit and Zone Variance is approved subject to the following conditions:

General

1. This Conditional Use Permit and Zone Variance authorizes the construction of a new service station, convenience store with request for off-sale alcohol (ABC Type-21), drive-through car wash, drive-through eating place, and five residential units with increased driveway width, reduced minimum street wall, and parking within the first 40 feet of the property, on vacant properties on the north side of Sweetwater Road, between Olive Street and Orange Street (Assessor Parcel Numbers 563-252-12-00, 563-252-13-00, 563-252-14-00, and 563-252-23-00). Plans submitted for permits associated with this project shall conform to Exhibit A, Case File No. 2024-08 CUP, ZC, dated 11/13/2024.
2. 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 or owner 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 or owner 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.
3. The portion of this Conditional Use Permit related to alcohol sales shall become null and void at such time as there is no longer a Type 21 California Department of Alcoholic Beverage Control license associated with the property.

4. 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.
5. This permit or relevant portions thereof 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.
6. This *Conditional Use Permit* may be revoked if the operator is found to be in violation of any Conditions of Approval.

Building

7. Plans submitted for demolition and construction improvements shall comply with the 2022 edition of the California Building, Mechanical, Electrical, Plumbing, Accessibility, Green, Energy and Fire Codes.

Engineering

- A. Grading plans submitted for improvements shall contain the following data:
 - a. North arrow with scale (min. 1" = 100').
- B. Boundaries shall be shown as follows:
 - a. Fully dimensioned.
 - b. Proposed as solid lines, existing as dashed lines.
 - c. City/County boundaries identified.
 - d. Approximate Curve Information – deltas, radii, lengths.
 - e. Inundation lines for design flood.
- C. Existing improvements shall be shown as follows:
 - a. Highways, streets, roads – names, grades, widths, if private designated as such.
 - b. Sidewalks, pavement, curbs, and gutters, street lights, driveways.
 - c. Street Centerline data shall be used for all existing as well as proposed public improvements and utilities.
- D. Utilities shall be shown as follows:
 - a. Sewer – location, size, type, depth manholes.
 - b. Water – location, size, type.
 - c. Gas – location, size.
 - d. Electrical, telephone, cable, TV lines – location, size, type, poles, overhead or underground.
 - e. Water courses – widths, directions of flow.

- f. Buildings/Structures – location with respect to lot lines.
 - g. Trees – groves, orchards and trees of trunk diameter 4" (10cm) or more shown.
 - h. Contours – maximum 5' (2m) interval.
 - i. Easements – location, purpose, size, public or private.
- E. Proposed improvement plans shall include the following:
- a. Sidewalks, curbs and gutters, driveways.
 - b. Sewers – location, size, type, manholes.
 - c. Drainage facilities.
 - d. Removal or relocation of existing buildings and location of any proposed buildings.
 - e. Removal of existing trees.
 - f. Grading – degree of slope, benches, retaining walls, pad elevations.
 - g. Easements – location, purpose, size, public or private.
- F. Parcel information shall be provided as follows:
- a. Approximate dimensions.
 - b. Net area of each parcel (acres or square feet).
- G. The site plan shall be revised to show the following:
- a. All existing foundations to be removed.
 - b. Existing contour lines.
 - c. Spot elevations.
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. 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 <http://www.nationalcityca.gov/city-government/engineering-public-works/engineering-division/online-services-forms-fees>. 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.

11. 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.
12. 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. A Storm Water BMP Maintenance Agreement shall be executed and submitted to the Engineering Department for approval and recordation.
13. All existing and proposed curb inlet on property shall be provided with a "No Dumping" signage in accordance with the NPDES program.
14. 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.
15. The property owner(s) shall process a lot merger to merge the lots, APNs 563-252-1200, 563-252-1300, 563-252-1400, and 563-252-2300 into a single lot, due to the fact that the proposed buildings shall cross over the lot lines
16. 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.
17. 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 installed with a clean out two feet inside the property line. A sewer

stamp "S" shall be provided on the curb to mark the location of the lateral. A sewer district fee of \$9,030.00 shall be paid.

18. Separate street and sewer plans prepared by Registered Civil Engineer, shall be submitted showing all of the existing and proposed improvements. The plans shall be in accordance with City requirements.
19. 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.
20. 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.
21. 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. Three percent (3%) of the estimated cost 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. The bond and any remaining plan check/inspection fees after final approval of the project and the issue of a Certificate of Occupancy shall be returned. All required items shall have been completed including the As Built Drawing process, completing and submittal of the sewer lateral record card and the replacement of all missing or disturbed survey monuments to include benchmarks and street centerline monuments.
22. 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.

23. 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.
24. The deteriorated portions of the existing street improvements along the property frontages shall be removed and replaced. Specifically all sidewalk and curb and gutter along Orange Street, and Sweetwater Road.
25. 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.
26. 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.
27. 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.
28. 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.
29. All on site electrical, telephone and similar distribution service wires for the new structure(s) shall be placed underground.
30. All recommendations contained in the Local Traffic Study LLG Ref. 3-22-3948, dated October 29, 2024 shall be designed, installed, and maintained to the satisfaction of the City Traffic Engineer, including the following:
 - Provide a fair share contribution of 70% to the cost of removing the existing HAWK system and installing a traffic signal at the Sweetwater Road / Orange Street intersection.
 - Demo and reconstruct the Class IV Cycle Track along the Project frontage of Sweetwater Road to provide driveway access to the site.

Fire

31. Plans submitted for construction shall be in compliance with the current editions of NFPA, CFC 2022 Edition, title 19 and local City of National City Municipal Codes.
32. Fire Sprinkler, Fire Alarm, Fire Protection Systems and Fire Underground plans are to be directly submitted to the National City Fire Department under separate permit for review and permitting. Fees along with 3 sets of plans including all "Cut Sheets and Calculations" shall be included upon submittal. Plan review shall be a 30-day plan review process or 21 working days. No over the counter plan reviews accomplished/no exceptions. It shall be unlawful to occupy any portion of the

building or structure until the required fire detection, alarm and suppression system have been tested and approved.

33. Fire apparatus access roads shall comply with the requirements of this section (Section 5 CFC 2022) 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. This comment shall apply to new residential structures.
34. 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.
35. Grade of fire apparatus road shall be within the limits established (15% Grade) by the fire code official based on fire department's apparatus.
36. Buildings or portions of buildings or facilities exceeding 30 feet in height measured vertically from the centerline of the street adjacent to the project 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.
37. On-site overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building. Fire access roads shall remain accessible for the largest apparatus operated by the Fire Department. Other obstructions shall be permitted to be placed with approval of the fire code official.
38. One or more of the required access routes meeting this condition shall be located not less than 15 feet and not greater than 30 feet from the building, and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the fire code official
39. Aerial fire apparatus roads shall have a minimum unobstructed width of 26 feet, exclusive of shoulders, in the immediate vicinity of the building or portion thereof.
40. Fire hydrants to 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 existing fire hydrant to project).

41. 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.

42. Provide calculation confirming flow availability to meet fire flow demands and supply large diameter hose (4-inch).

43. Fire hydrants to be marked by use of blue reflective marker in the roadway.

44. Upon submittal for an underground permit, the following shall be included:

- Data sheet for Back-Flows.
- Data sheets for Private and Commercial Hydrants.
- Data sheet for Post Indicator Valves

45. Prior to the issuance of any building permits for this project, an easement for fire access in conformance with Exhibit A shall be recorded, a copy of which shall be provided to the Planning Division.

Planning

46. Plans submitted for construction shall be in conformance with Chapters 18.44 (Landscaping) and 18.46 (Outdoor Lighting) of the Land Use Code.

47. All required landscaping installed as part of this approval shall be maintained for the life of the project.

48. Masonry walls or fences screening the property from the adjacent residential zone shall not exceed six feet in height.

49. Use of the property shall be in compliance with Chapter 18.30.190 (Service stations and convenience stores with gasoline pumps) of the Land Use Code.

50. No automotive service or repair is authorized with this permit.

51. The automated car wash is permitted to operate between the hours of 7:00 a.m. and 10:00 p.m. daily.

52. Business operations shall comply with Municipal Code Title 12 (Noise) at all times. Plans submitted for construction shall reflect the use of sound-attenuating speakers that automatically reduce the volume of ordering speakers during periods of low ambient noise.

53. The applicant shall submit a noise study prior to the issuance of building permits for this project. Any recommended implementation measures resulting from the study shall be incorporated into the design and building permit plans for the project.

54. The project is required to obtain an operation permit from the San Diego County Air Pollution Control District (APCD), which will be subject to National Emission Standards for Hazardous Air Pollutants (NESHAP) and Air Toxic Control Measures (ATCM).
55. Violation of APCD licensing/permitting or any other state licensing department shall be a violation of this Conditional Use Permit.
56. All proposed business signage shall be in conformance with Land Use Code requirements.
57. All staff, management, and owners shall receive Responsible Beverage Service and Sales (RBSS) training, including all owners, and managers. The RBSS training must be certified by the Department of Alcoholic Beverage Control (ABC). Proof of completion of an approved RBSS program must be provided prior to issuance of a city business license. As part of the RBSS training, the permittee shall make available a domestic violence training session as provided by the Institute of Public Strategies.
58. Window signs on the premises shall not exceed fifteen percent of the transparent area of a window or twelve square feet, whichever is less.
59. All required signage regulating alcohol sales and activities associated with the purchase and/or consumption of alcohol shall be posted in both English and Spanish.
60. The sale of beer or malt beverages in quantities of quarts, 22ounce, 32 ounce, 40 ounce, or similar size containers is prohibited.
61. No beer products shall be sold of less than manufacturer's prepackaged three-pack quantities of 24 ounce cans per sale. There shall be no sale of single cans or bottles.
62. Wine shall not be sold in containers of less than 750 milliliters. The sale of wine with an alcoholic content greater than 15% by volume is prohibited.
63. Distilled spirits shall not be sold in containers of less than 750 milliliters.
64. Flavored malt beverages, also known as premium malt beverages and flavored malt coolers, and sometimes commonly referred to as wine coolers, may be sold only by four-pack or other manufacturer's prepackaged multi-unit quantities.
65. The consumption of alcoholic beverages is prohibited on the subject premises, and on all parking lots and outbuildings and any property or adjacent property under the control of the applicant.
66. All cups and containers shall be sold at or above prevailing prices and in their original multi-container packages of no fewer than 12, and no cups and containers shall be given free of charge.

67. Ice may be sold only at or about prevailing prices in the area and in quantities of not less than three pounds per sale. Ice shall not be provided free of charge.
68. No alcoholic beverages shall be displayed within 20 feet of all customer entrances or exits in the convenience store.
69. Permittee shall post signs on the exterior building walls in compliance with Chapter 10.30.070 of the National City Municipal Code. Additionally, the permittee shall post signs, to be approved by the Planning Division, at each entrance to the applicant's premises and parking lot, prohibiting loitering and consumption of alcohol on the premises and adjacent property under his control. Said signs shall not be less than 17 by 22 inches in size, with lettering not less than one inch in height. The signs shall read as follows:
- a. "No open alcoholic beverage containers are allowed on these premises."
 - b. "No loitering is allowed."
70. Containers of alcohol may not be stored on the premises, after being sold to patrons, for the purpose of later consumption.
71. Exterior advertising and signs of all types, promoting or indicating the availability of alcoholic beverages, including advertising/signs directed to the exterior from within, are prohibited. Interior displays of alcoholic beverages and signs, which are clearly visible to the exterior, shall constitute a violation of this condition.
72. The quarterly gross sales of alcoholic beverages shall not exceed the gross sales of all other commodities during the same period. The applicant shall at all times keep records which reflect separately the gross sales of alcoholic beverages and the gross sales of all other items. Said records shall be kept no less frequently than on a quarterly basis and shall be made available to the City Finance Department and any Peace Officer of the California Department of Alcoholic Beverage Control upon demand.
73. No alcohol sales shall be permitted until the applicant has been issued a Type 21 license from the California Department of Alcoholic Beverage Control.
74. The sale of alcoholic beverages shall be permitted between the hours of 6:00 a.m. and 2:00 a.m. daily.
75. Distilled spirits shall be stored in a lockable cabinet or secured area behind the sales counter accessible only to properly trained employees. Distilled spirits shall remain fully secured during the hours in which the sale of alcohol is prohibited by this Conditional Use Permit.
76. Coolers containing alcohol beverages shall be locked and not accessible to the public outside of approved alcohol sales hours.

77. The operator of the business shall maintain an active business license and ensure that the business license is renewed annually.

Police

78. The permittee shall comply with all applicable laws, including, but not limited to the regulatory provisions of the Business and Professions Code that pertain to the sale, serving, and consumption of alcoholic beverages.

Sweetwater Authority

79. The owner shall revise and resubmit the Plans, and as the project develops, submit complete sets of Building, Grading, Precise Grading, Improvements, and Fire Protection Plans with hydraulic calculations, if applicable, to the Authority for its review and approval. Plans shall be revised as follows:

- A. Plot the existing water services, and meters that front 2311 Sweetwater Road and 3320 Orange Street. Enclosed are the Authority's service lateral records for reference. The owner shall include a note on the Plans indicating the intended action for the existing water services (e.g. remain or abandon) and if a service will remain, provide purpose (e.g. domestic, irrigation, fire) and usage (gallons per day) for each service and meter. The services are also required to include an Authority approved, lead-free, Reduced Pressure (RP) backflow device.
- B. Plot the existing Authority water facilities fronting the project location on Sweetwater Road and Orange Street, to include all other underground utilities (i.e. gas, electric, sewer, etc.) to verify and confirm any potential conflicts located in the public right-of-way.
- C. Show and indicate the water meter(s) to be used for irrigation to the site and ensure the meter for each parcel solely serves the parcel it fronts.
- D. The storm water conveyance system (flow path) shall be examined to ensure no residual runoff from the car wash or the fueling station would make it to the Sweetwater River.

80. Any new water facilities shall be designed in accordance with the Authority's Design Standards and new water facilities are to be installed according to Sweetwater Authority's Standard Specifications for Construction of Water Facilities. The Authority's Standard Specifications for Construction of Water Facilities and Design Standards may be found at: <https://www.sweetwater.org/160/Public-Documents>.

Indemnification Agreement

The Applicant 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 the Applicant of any claim, action, or proceeding. 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, the Applicant 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 Applicant 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 Applicant shall not be required to pay or perform any settlement unless such settlement is approved by the Applicant.

BE IT FURTHER RESOLVED that copies of this Resolution be transmitted forthwith to the applicant and to the City Council.

BE IT FINALLY RESOLVED that this Resolution shall become effective and final on the day following the City Council meeting where the Planning Commission resolution is set for review, unless an appeal in writing is filed with the City Clerk prior to 5:00 p.m. on the day of that City Council meeting. The City Council may, at that meeting, appeal the decision of the Planning Commission and set the matter for public hearing.

CERTIFICATION:

This certifies that the Resolution was adopted by the Planning Commission at their meeting of December 2, 2024, by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAIN:

CHAIRPERSON

2024-02 CUP – 500 E. 8th Street – Overhead



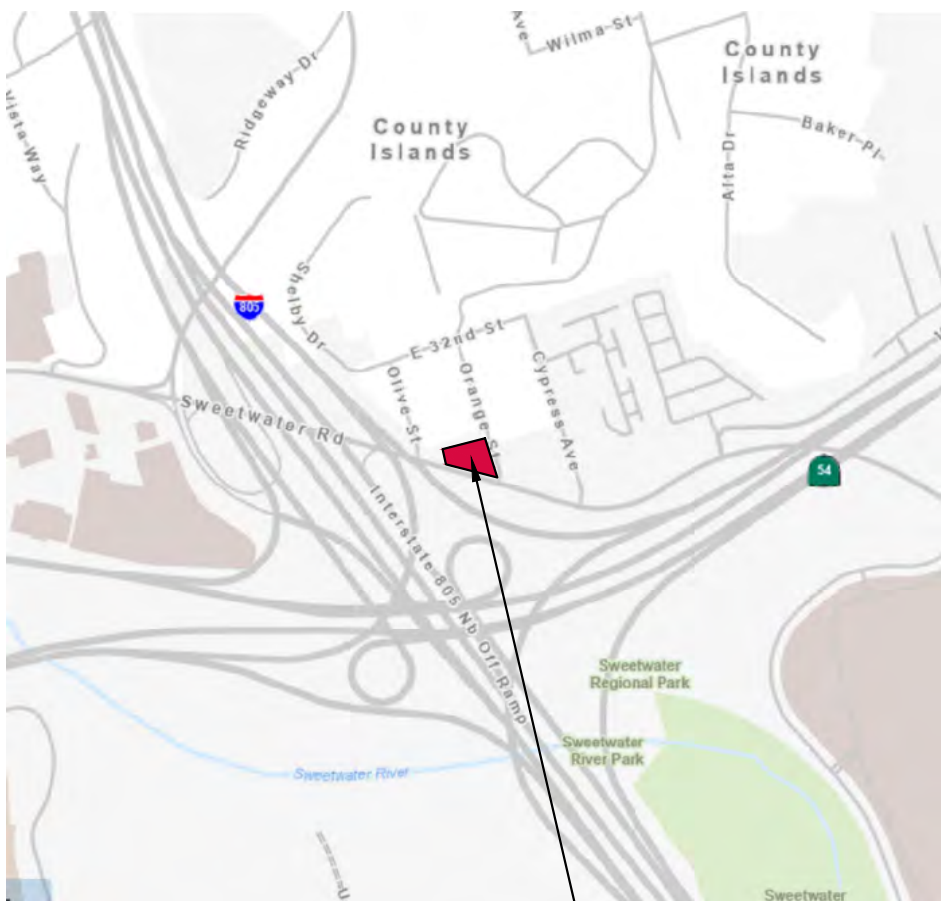
CONDITIONAL USE PERMITS SUBMITTAL
MIXED-USE DEVELOPMENT

2311 SWEETWATER ROAD
NATIONAL CITY, CA 91950

EXHIBIT A
CASE FILE: 2024-08 CUP ZV
DATE: 11/13/2024

ATTACHMENT 3

PROJECT TEAM	
OWNER:	BRIKHO DEVELOPMENT 2311 SWEETWATER ROAD NATIONAL CITY, CA 91950
ARCHITECT:	MKA, INC. ARCHITECTURE & PLANNING 7510 CLAIREMONT MESA BLVD., SUITE 207 SAN DIEGO, CA 92111 PHONE: 858 268 8176 FAX: 858 724 1556 CONTACT: MICHAEL KINOSHITA michaelk@mkainc.net
CODE COMPLIANCE	
THIS PROJECT SHALL COMPLY WITH THE FOLLOWING: 2022 (CBC) CALIFORNIA BUILDING CODE (BASED ON 2021 IBC) 2022 (CRC) CALIFORNIA RESIDENTIAL CODE (BASED ON 2021 IRC) 2022 (CEC) CALIFORNIA ELECTRICAL CODE (BASED ON 2021 NEC) 2022 (CMC) CALIFORNIA MECHANICAL CODE (BASED ON 2021 UMC) 2022 (CPC) CALIFORNIA PLUMBING CODE (BASED ON 2021 UPC) 2022 (CFC) CALIFORNIA FIRE CODE (BASED ON 2021 IFC) 2022 GREEN BUILDING STANDARDS 2022 CALIFORNIA ENERGY EFFICIENCY STANDARDS	
DRAWING USE APPROVALS	
THE ARCHITECT IS DEEMED OWNERS OF THEIR INSTRUMENTS OF SERVICE, INCLUDING THE DRAWINGS AND SPECIFICATIONS. THE CONTRACT DOCUMENTS ARE COPYRIGHT PROTECTED AS NOTED ON THE DRAWINGS. IF THE OWNER FAILS TO MAKE PAYMENT TO THE ARCHITECT, SUCH FAILURE SHALL BE CONSIDERED SUBSTANTIAL NONPERFORMANCE AND CAUSE FOR TERMINATION OR SUSPENSION OF SERVICES. IN ADDITION, WE (AND ANY ASSOCIATED ENGINEERING CONSULTANTS) WILL COORDINATE WITH CITY OFFICIALS TO SUSPEND ANY CITY APPROVALS OR FIELD INSPECTIONS UNTIL PAYMENT IS SATISFIED AS A REVOKE OF OUR CONTRACT PERMIT DOCUMENTS AS AN INSTRUMENT OF THE ARCHITECT.	
VICINITY MAP	



PROJECT ADDRESS:
2311 SWEETWATER ROAD
NATIONAL CITY, CA 91950

DEVELOPMENT APPROVAL REQUEST

- SCOPE OF THIS SUBMITTAL IS TO OBTAIN THE FOLLOWING DEVELOPMENT PERMITS:
- CUP FOR FUEL STATION
 - CUP FOR CONVENIENCE STORE AT FUEL STATION
 - CUP FOR DRIVE-THRU RESTAURANT
 - CUP FOR SALE OF ALCOHOLIC BEVARAGES
 - CUP FOR CAR WASH

PROJECT DESCRIPTION/DATA

THIS PROJECT PROPOSES DEVELOPING 4 VACANT LOTS TOTALING 29,455 SF OR 0.68 ACRES WITH A NEW 16,510 SF MIXED USE PROJECT CONSISTING OF A FUELING STATION, CONVENIENCE STORE, DRIVE-THRU AND MULTI-FAMILY RESIDENTIAL UNITS.

ADDRESS: 2311 SWEETWATER ROAD 563-252-2300
3320 ORANGE STREET 563-252-1200
3330 ORANGE STREET 563-252-1300
3336 ORANGE STREET 563-252-1400
NATIONAL CITY, CA 91950

APN: 563-252-1200, 563-252-1300, 563-252-1400, 563-252-2300

ZONE: MXD-2

SETBACKS: FRONT: 0'
STREET: 0'
OTHER: 0'

LOT SIZE (4 LOTS): 29,455 SF OR 0.68 ACRES

BUILDING AREA: RETAIL BUILDING: 5,032 SF
BASEMENT: 5,032 SF
5-UNIT RESIDENTIAL BUILDING: 6,446 SF
UNIT 1 - 2 BEDROOM, 2 BATH UNIT @ 657 SF
UNIT 2 - 3 BEDROOM, 2-1/2 BATH UNIT @ 1,657 SF
UNIT 3 - 3 BEDROOM, 2-1/2 BATH UNIT @ 1,662 SF
UNIT 4 - 3 BEDROOM, 2-1/2 BATH UNIT @ 1,506 SF
UNIT 5 - 2 BEDROOM, 2 BATH UNIT @ 964 SF

TOTAL BUILDING AREA: 16,510 SF

TYPE OF CONSTRUCTION: TYPE VB, SPRINKLERED

NUMBER OF STORIES: 3

OCCUPANCY: B/M/R-2/S-1

FUEL PUMPS: 6 FUEL PUMPS

PARKING PROVIDED: 30 SPACES TOTAL
18 SPACES PARKING
12 SPACES (2 PER FUEL PUMP)

PARKING REQUIRED: 10 SPACES (2 SPACES PER 1,000 SF)
(MXD-2 ZONE) 7.5 (1.5 SPACE PER UNIT @ 5 UNITS)
0.5 VISITOR PARKING
18 SPACES REQUIRED

SHEET INDEX

T1	TITLE SHEET
A0.1	SITE PLAN
A1.1	FLOOR PLANS
A1.2	FLOOR PLANS
A2.1	EXTERIOR ELEVATIONS
A2.2	EXTERIOR ELEVATIONS
A3.1	SITE SECTION
L1	CONCEPT LANDSCAPE PLAN

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◆ michael kinoshita associates, inc. ◆

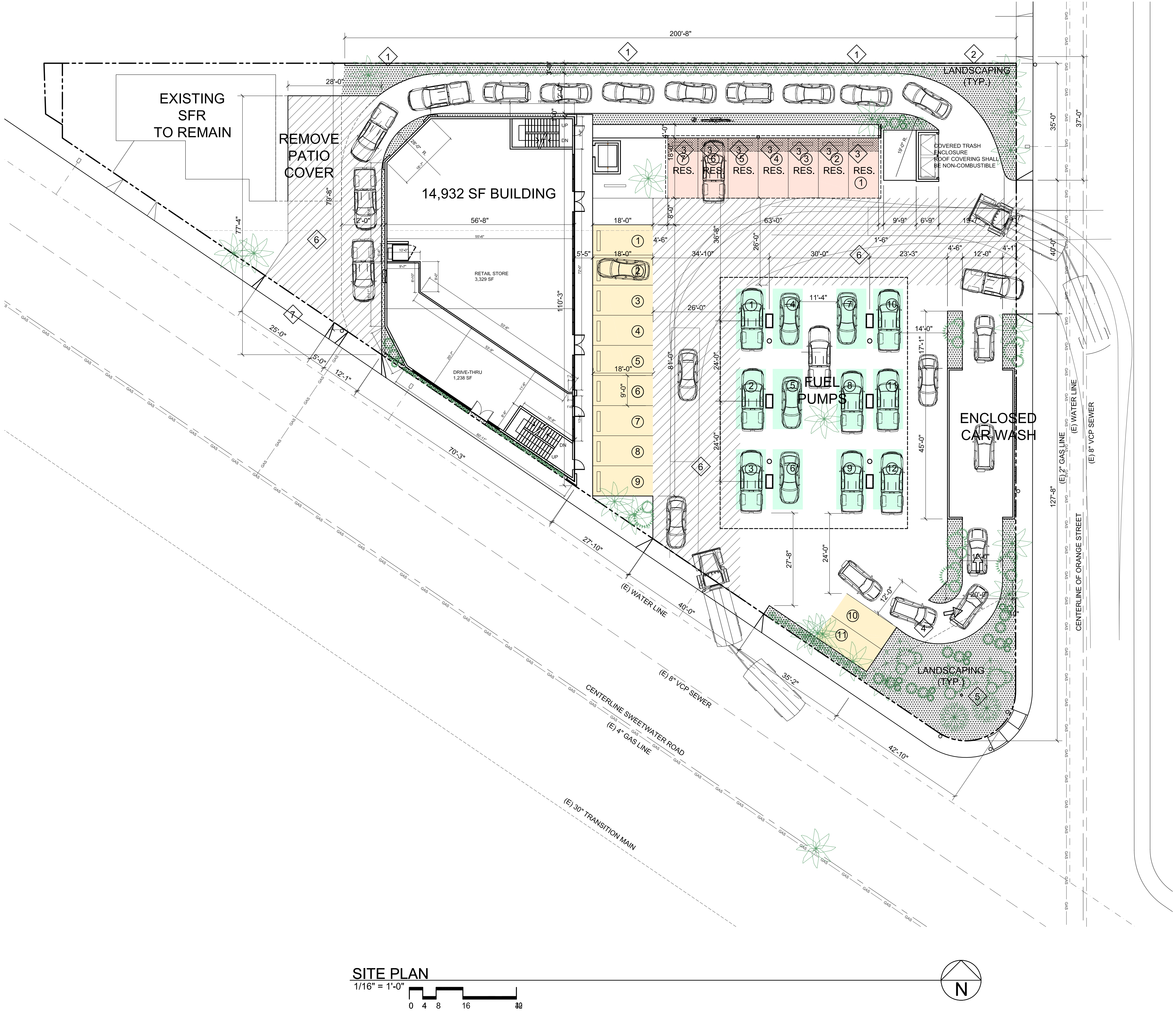
7510 CLAIREMONT MESA BLVD., SUITE 207 - SAN DIEGO - CALIFORNIA - 92111 - PHONE: 858/268-8176 - FAX: 858/724-1556

PROPOSED DEVELOPMENT FOR:

BRIKHO
2311 SWEETWATER ROAD
NATIONAL CITY, CA 91950

STAMP	
SUBMITTAL PHASE	
DRAWING TITLE	TITLE SHEET PROJECT DATA
PLANS DATE	7/11/2024
REVISIONS	
SHEET NUMBER	T1

STAMP
SUBMITTAL PHASE
DRAWING TITLE
PLANS DATE
REVISIONS
SHEET NUMBER



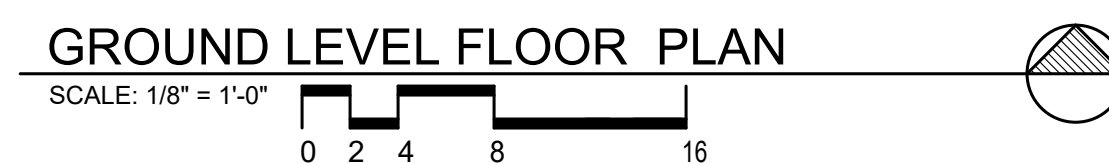
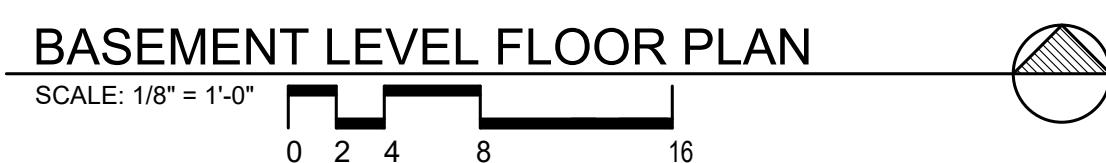
KEY NOTES

- 1 7'-0" DECORATIVE CMU WALL
- 2 STEPPED WALL TO PROVIDE VISIBILITY TRIANGLE
- 3 CANOPY STRUCTURE FOR RESIDENTIAL PARKING. EACH SPACE TO HAVE 3'X4'X9' STORAGE TO PROVIDE 108 CU.FT. OF STORAGE.
- 4 VISIBILITY TRIANGLE
- 5 POLE MOUNTED SIGN
- 6 FIRE DEPT. ACCESS ROAD
- 7 FIRE DEPT. CONTROLLED ACCESS ROAD DRIVEWAY ONLY

MKA
ARCHITECTURE
&
PLANNING

BRIKHO

2311 SWEETWATER ROAD
NATIONAL CITY, CA 91950



A1.1



SUBMITTAL PHASE

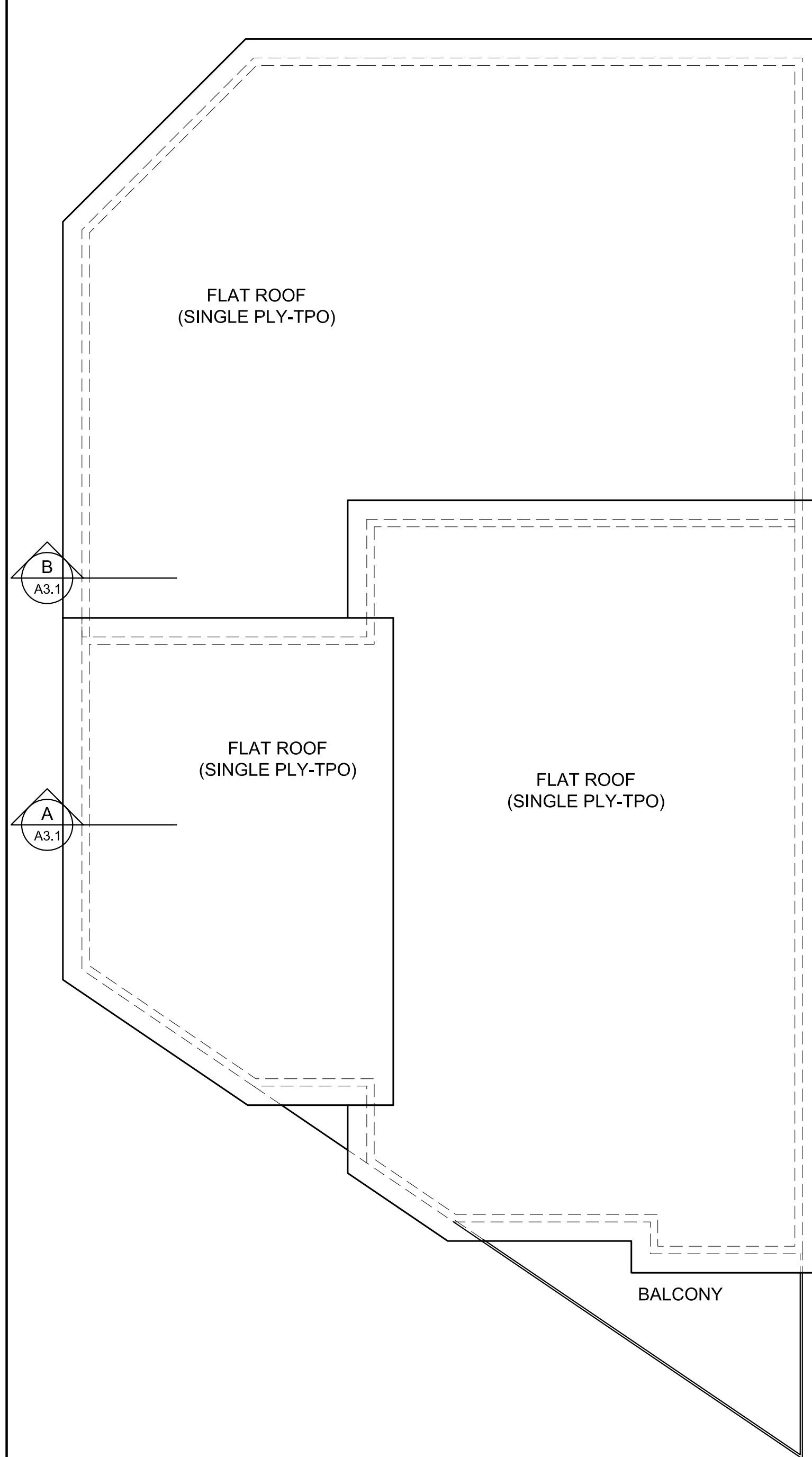
DRAWING TITLE
FLOOR PLAN

PLANS DATE
7/11/2024

REVISIONS

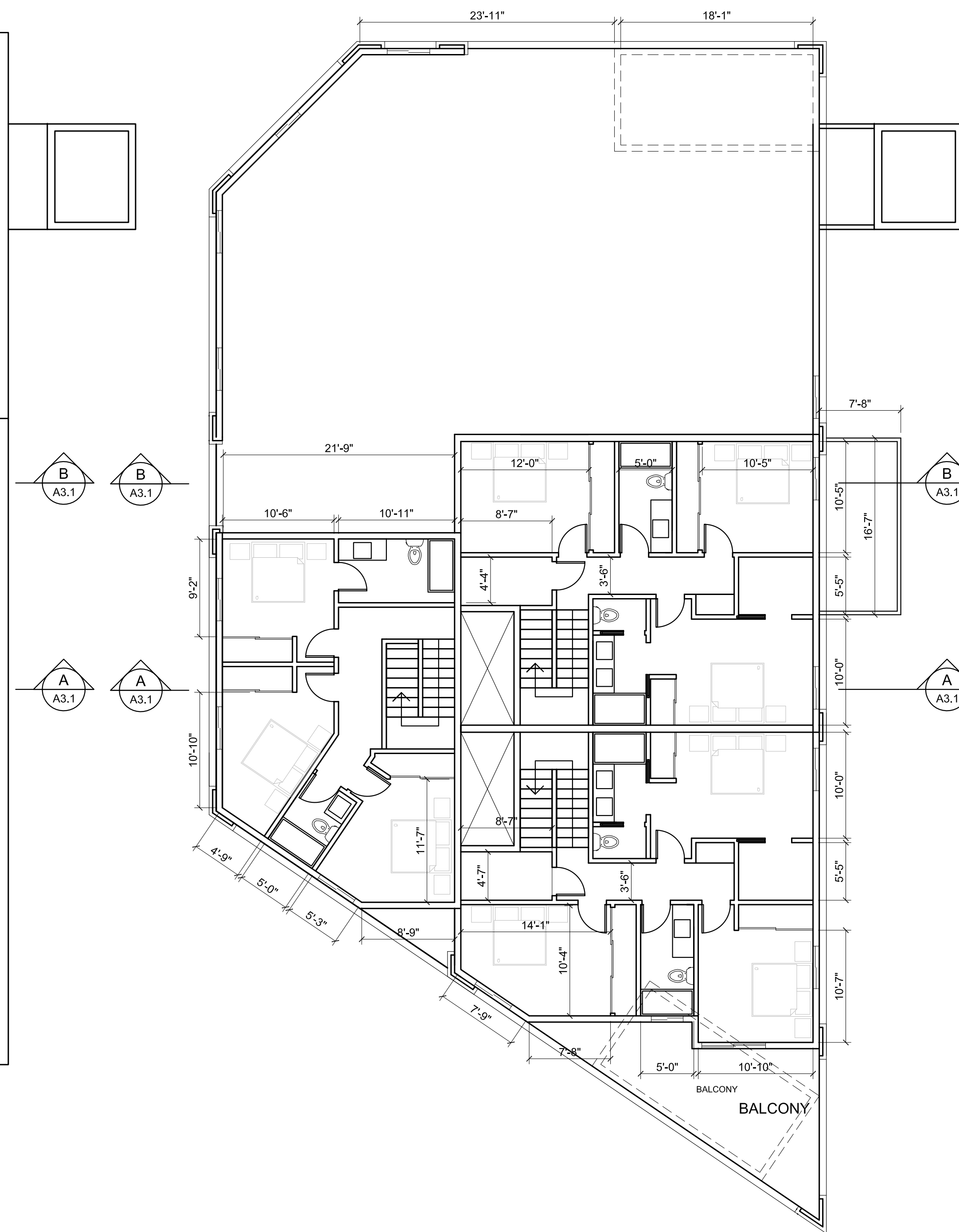
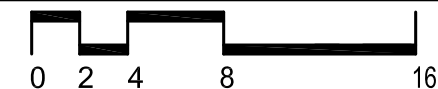
SHEET NUMBER

A1.2



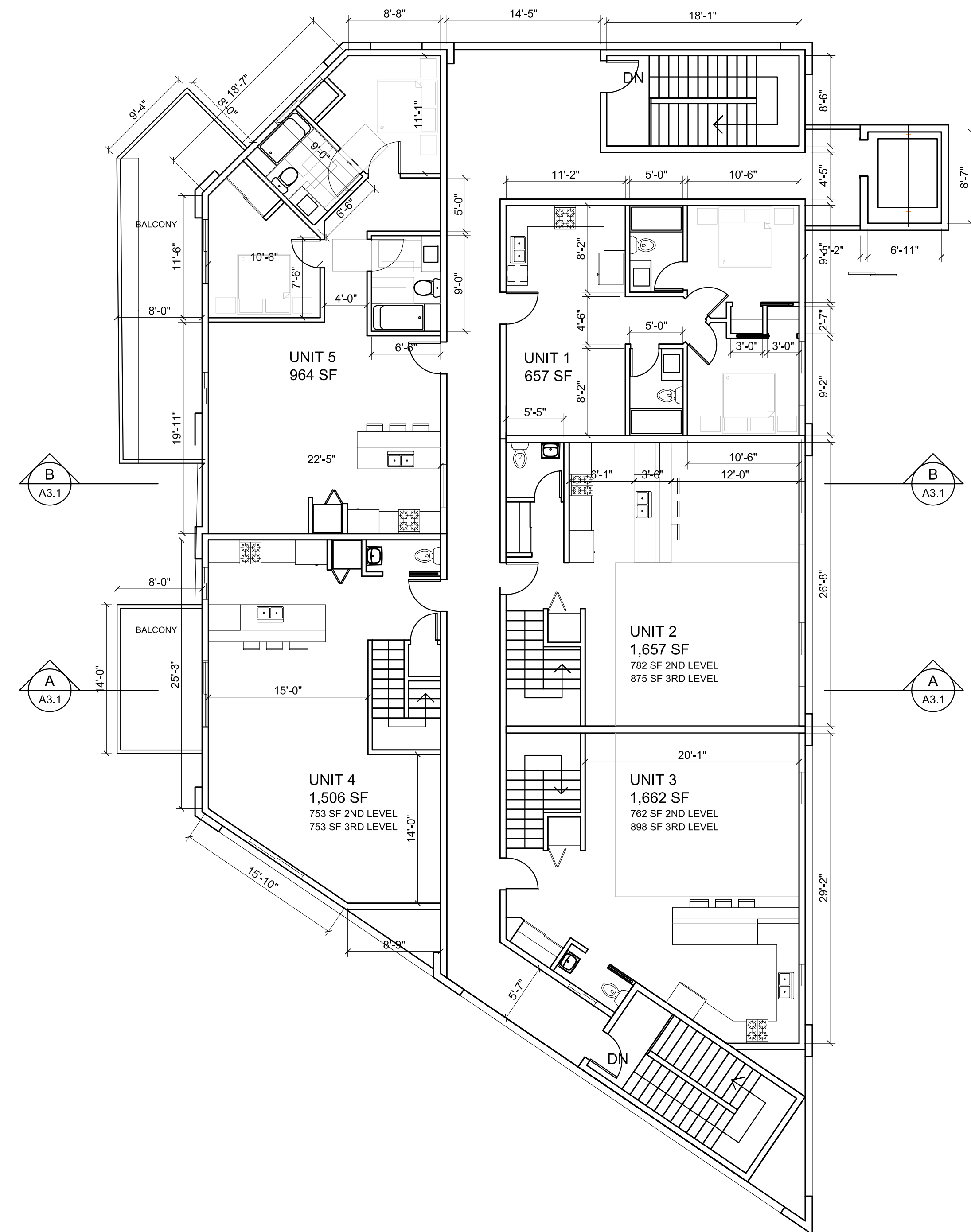
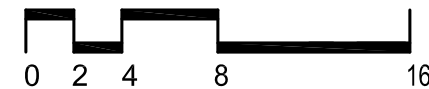
ROOF PLAN

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



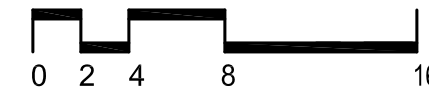
THIRD LEVEL FLOOR PLAN

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



SECOND LEVEL FLOOR PLAN

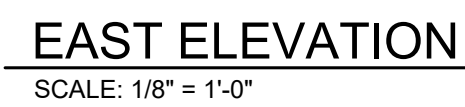
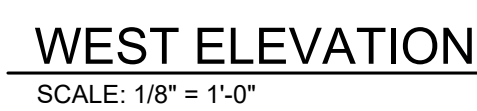
SCALE: 1/8" = 1'-0"



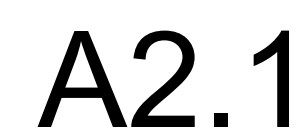
MKA
ARCHITECTURE
&
PLANNING

BRIKHO

2311 SWEETWATER ROAD
NATIONAL CITY, CA 91950



- 1 EXT. PC PLASTER
- 2 STONE SIDING
- 3 STONE FACED COLUMN
- 4 ALUM. STOREFRONT SYSTEM
- 5 METAL RAIL SYSTEM
- 6 METAL CANOPY
- 7 VINYL CLAD WINDOW
- 8 EXT. PC PLASTER COLUMN
- 9 RAISED EXT. PC PLASTER BAND/COLUMN



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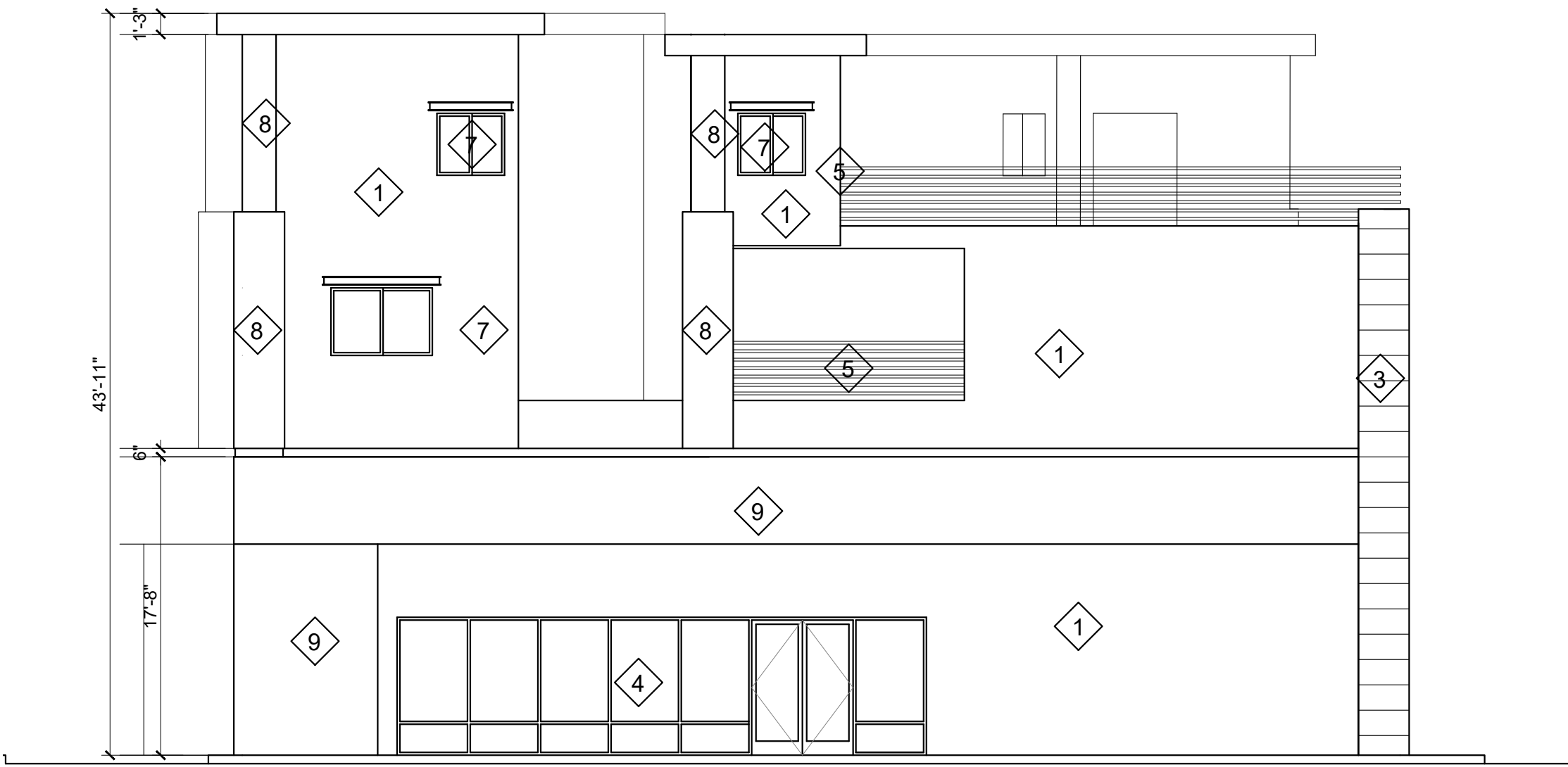
MKA
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&
PLANNING

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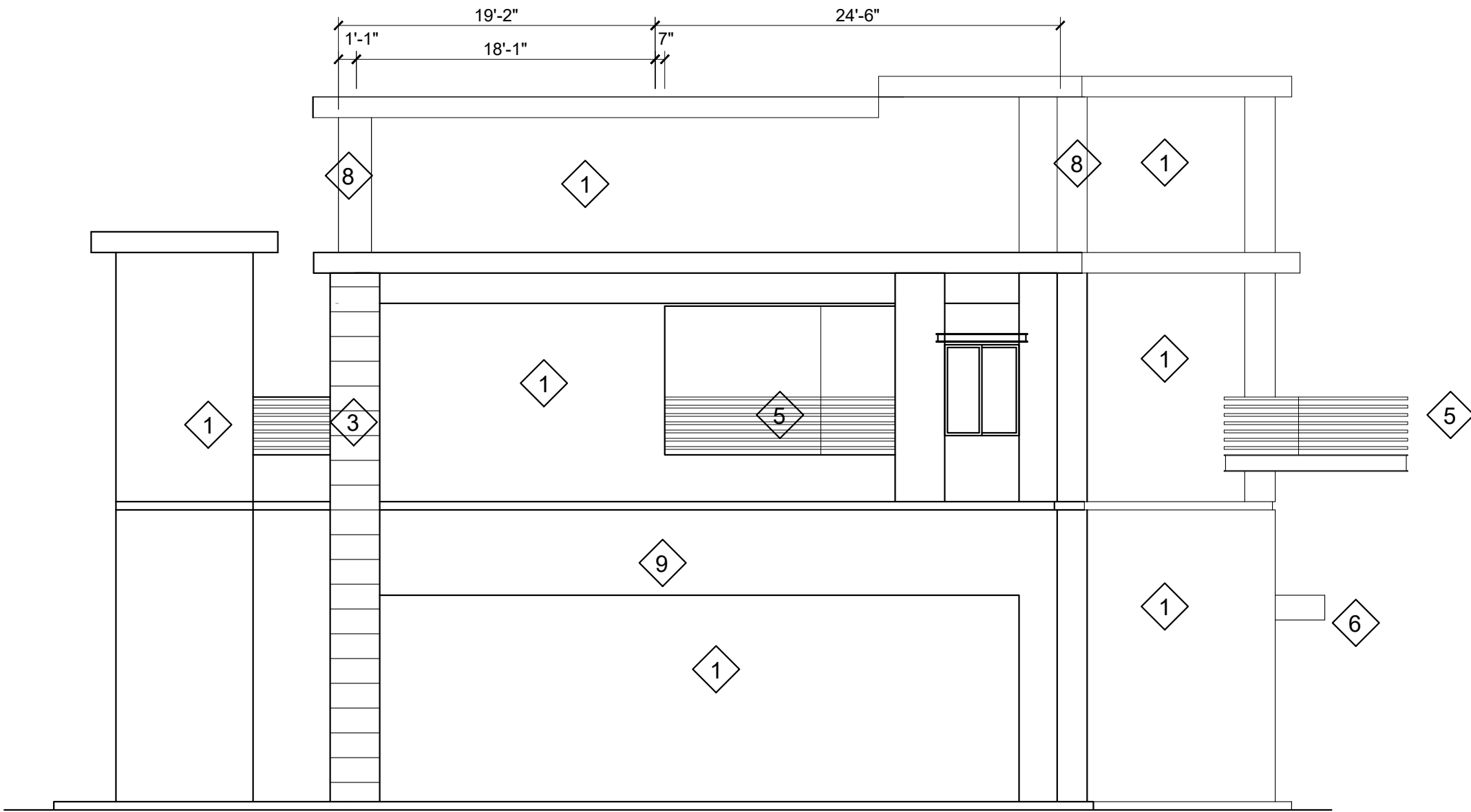
PROPOSED DEVELOPMENT FOR:

BRIKHO
2311 SWEETWATER ROAD
NATIONAL CITY, CA 91950



SOUTH ELEVATION

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



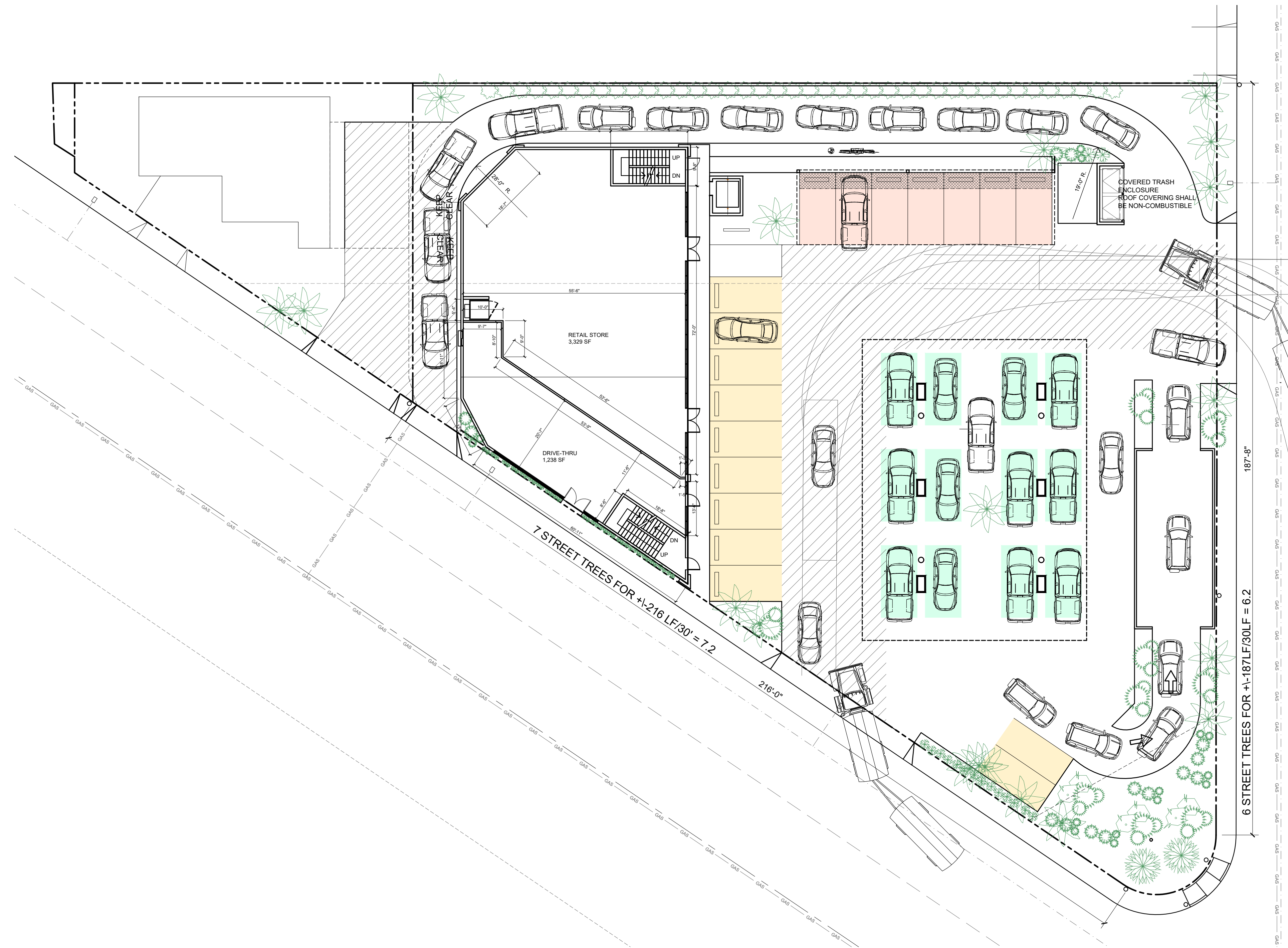
NORTH ELEVATION

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

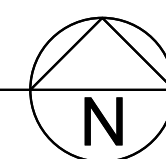
KEY NOTES

- 1 EXT. PC PLASTER
- 2 STONE SIDING
- 3 STONE FACED COLUMN
- 4 ALUM. STOREFRONT SYSTEM
- 5 METAL RAIL SYSTEM
- 6 METAL CANOPY
- 7 VINYL CLAD WINDOW
- 8 EXT. PC PLASTER COLUMN
- 9 RAISED EXT. PC PLASTER BAND/COLUMN

STAMP
SUBMITTAL PHASE
DRAWING TITLE
EXTERIOR ELVATIONS
PLANS DATE
7/11/2024
REVISIONS
SHEET NUMBER
A2.2



LANDSCAPE PLAN
1/16" = 1'-0"



PLANT LEGEND		
	BOTANICAL NAME	COMMON NAME
	ARCHOTOPHOENIX	KING PALM
	CUPRESSUS SEMPERVIRENS	ITALIAN CYPRESS
	LIGUSTUM J. TEXANUM	TEXAS PRIVET
	RAPHIOLEPIS L. 'PINKIE'	PINKIE INDIA HAWTHORNE
	RHAPIS HUMILIS	LADY PALM
	WESTRINGIA F. 'MORNING LIGHT'	COAST SAGE
	LANTANA SELLOWIANA	TRAILING LANTANA

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PROPOSED DEVELOPMENT FOR:

BRIKHO
2311 SWEETWATER ROAD
NATIONAL CITY, CA 91950

STAMP	
SUBMITTAL PHASE	
DRAWING TITLE	LANDSCAPE PLAN
PLANS DATE	10/24/2024
REVISIONS	
SHEET NUMBER	L1









NOTICE OF PUBLIC HEARING

DETERMINATION THAT THE PROJECT IS CATEGORICALLY EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) UNDER CLASS 32 OF THE CEQA GUIDELINES SECTION 15332 (INFILL-DEVELOPMENT PROJECTS) AND CONDITIONAL USE PERMIT FOR A PROPOSED DEVELOPMENT COMPRISED OF A NEW SERVICE STATION, CONVENIENCE STORE WITH REQUEST FOR OFF-SALE ALCOHOL (ABC TYPE-21), DRIVE-THROUGH CAR WASH, DRIVE-THROUGH EATING PLACE, AND FIVE RESIDENTIAL UNITS WITH A ZONE VARIANCE REQUEST RELATED TO MAXIMUM DRIVEWAY WIDTH, MINIMUM STREET WALL, AND THE LOCATION OF PARKING SPACES, TO BE LOCATED ON VACANT PROPERTIES ON THE NORTH SIDE OF SWEETWATER ROAD BETWEEN OLIVE STREET AND ORANGE STREET.

CASE FILE NO.: 2024-08 CUP

APNs: 563-252-12-00, 563-252-13-00, 563-252-14-00, and 563-252-23-00

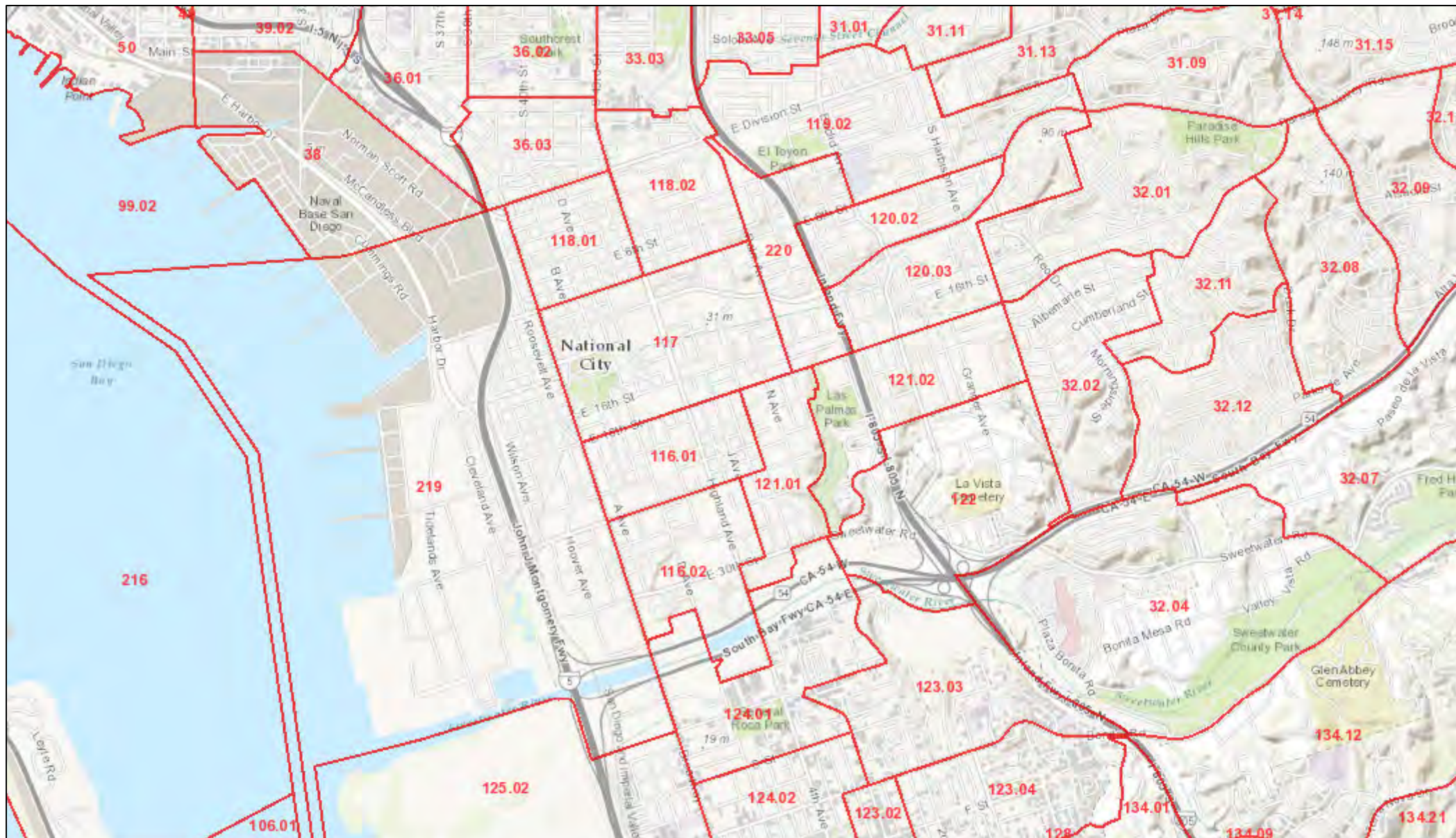
The National City Planning Commission will hold a public hearing after the hour of 6:00 p.m. **Monday, November 18, 2024**, in the City Council Chambers, Civic Center, 1243 National City Boulevard, National City, California, on the proposed request. (Applicant: Highland Avenue Property Investments, LLC)

The applicant proposes to construct an 11,478 square-foot building that includes a convenience store, drive-through eating place, and five residential units in conjunction with a new gasoline service station on an approximately 29,500 square-foot vacant property. A drive-through automated car wash is also proposed with the service station. Off-sale alcohol (ABC Type-21) for beer, wine, and distilled spirits is requested for the convenience store. The proposed hours of operation for the store, service station and car wash are 24 hours daily. The sale of alcohol is proposed for the hours of 6:00 a.m. to 2:00 a.m. daily. The fuel station will have a total of six double-side fuel pumps and the building housing the car wash will be 900 square feet in size. A Zone Variance is also requested for a deviation from maximum driveway width, minimum street wall requirements, and the minimum setback for parking spaces related to the requirements of the Major, Mixed-Use District zone. The Planning Commission will also consider the staff determination that the project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Class 32, Section 15332 (In-Fill Development Projects).

Information is 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 2:00 p.m., **November 18, 2024** by submitting it to PlcPubComment@nationalcityca.gov. Planning staff 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.

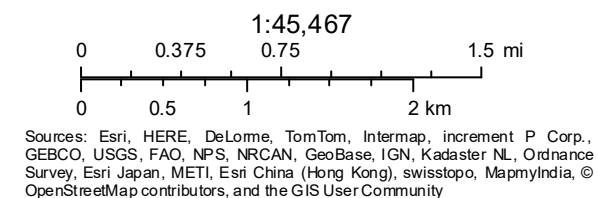
ATTACHMENT 4

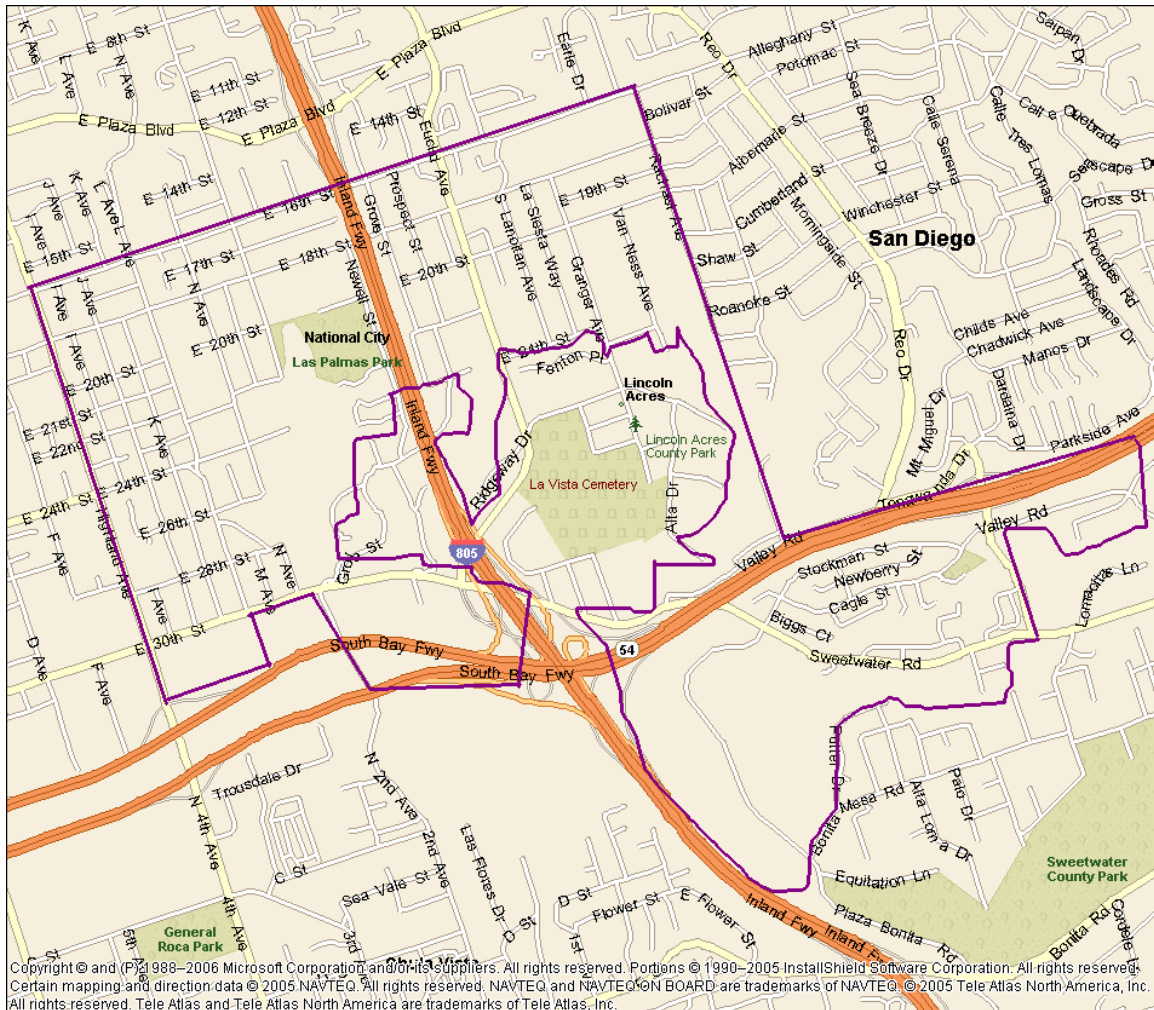


August 25, 2014

CensusTracts 2010

ATTACHMENT 5





City of National City Beat 23

Source: Microsoft Mappoint
NCPD CAU, 4/18/07



NATIONAL CITY POLICE DEPARTMENT
ALCOHOL BEVERAGE CONTROL
RISK ASSESSMENT

DATE: 05/01/24

BUSINESS NAME: Party Time Liquor

ADDRESS: 2311 Sweetwater Road, National City, CA 91950

OWNER NAME: Highland Avenue Property Investments, LLC DOB: N/A

OWNER ADDRESS: 2945 Highland Avenue, National City, CA 91950

(add additional owners on page 2)

I. Type of Business

- Restaurant (1 pt)
- ☒ Market (2 pts)
- Bar/Night Club (3 pts)
- Tasting Room (1pt)

II. Hours of Operation

- Daytime hours (1 pt)
- Close by 11pm (2 pts)
- ☒ Close after 11pm (3 pts)

III. Entertainment

- Music (1 pt)
- Live Music (2 pts)
- Dancing/Live Music (3 pts)
- ☒ No Entertainment (0 pts)

IV. Crime Rate

- ☒ Low (1 pt)
- Medium (2 pts)
- High (3 pts)

V. Alcohol Businesses per Census Tract

- Below (1 pt)
- Average (2 pts)
- ☒ Above (3 pts)

Notes:

- Currently, there are (4) on sale licenses authorized in tract 122

- Currently, there are (4) active on sale licenses in tract 122

- Currently, there are (2) off sale licenses authorized in tract 122

- Currently, there are (4) active off sale licenses in tract 122

VI. Calls for Service at Location (for previous 6 months)

- ✓ Below (1 pt)
- Average (2 pts)
- Above (3 pts)

VII. Proximity Assessment (1/4 mile radius of location)

- Mostly commercial businesses (1 pt)
- Some businesses, some residential (2 pts)
- ✓ Mostly residential (3 pts)

Low Risk (12pts or less)
Medium Risk (13 – 18pts)
High Risk (19 – 24pts)

Total Points 13

VIII. Owner(s) records check

- ✓ No criminal incidents (0 pts)
- Minor criminal incidents (2 pts)
- Multiple/Major criminal incidents (3 pts)

OWNER NAME: Adeeb Asso Brikho DOB: [REDACTED]

OWNER ADDRESS: [REDACTED]

OWNER NAME: Joseph John Brikho DOB: [REDACTED]

OWNER ADDRESS: [REDACTED]

Recommendation:

This census tract area is over saturated for ABC licensed off sale business. This business assessed at a medium risk and is deserving of such a rating. This business should be built with Crime Prevention Through Environmental Design (CPTED) concepts to deter the large homeless population that lives in the ravine nearby from victimizing the business, loitering on the property, or increasing criminal activity in the area.

Completed by: Sgt. J. Camacho Badge ID: 449

Environmental Scan for
Proposed Type 21 Alcohol CUP

2311 Sweetwater Road, National City, CA 91950

Conducted: May 2, 2024



Photo of the proposed location

An environmental scan was conducted on Thursday, May 2, 2024, for a proposed Type 21 off-sale alcohol license at 2311 Sweetwater Road. The proposed location is a vacant lot where a gas station/convenience store is planned. During a scan of the premises, the following was noted:

- The business will be located adjacent to a residential neighborhood.
- A 7-Eleven convenience store and a motel are located across the street.
- The primary transportation option to the location is a traditional car infrastructure with the location being located in close proximity to State Route 54.

Funded by the San Diego County Health and Human Services Agency
8885 Rio San Diego Drive #117 • San Diego, California, 92108 • Phone: 619.476-9100 • Fax: 619.476-9104

www.publicstrategies.org

Youth Sensitive Areas

Sweetwater Secondary School (approximately 2,640 feet away)

Parkside Park (approximately 7,392 feet away)

Churches

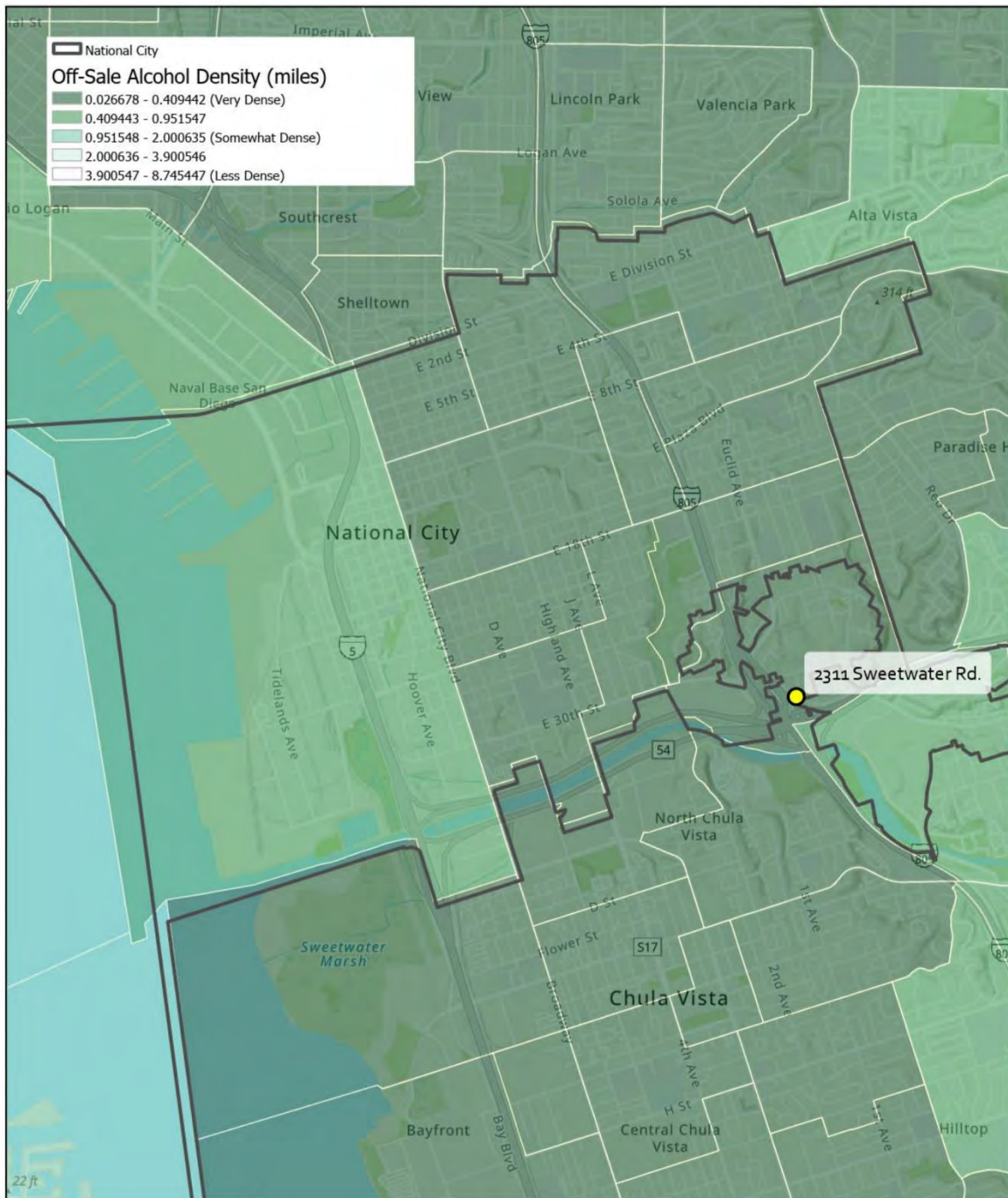
The Church of Jesus Christ of Latter-day Saints (approximately 8,448 feet away) is the closest one to this location.

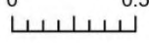
Crime Rate

A request for crime-related information from personnel within the City of National City Police Department should determine the rate at which alcohol related harms such as violent crime and alcohol impaired driving occur in the area and whether this would discourage the issuance of a Type 21 alcohol license.

Outlet Density

Based on Centers for Disease Control guidelines, alcohol density is defined as the average distance between a person and their closest alcohol retailer. In the map below, the darker the census tract, the less distance a person has to travel to their closest alcohol retailer. The proposed location is defined as “very dense.”



	Off-Sale Alcohol Density Census Tract 122 2311 Sweetwater Rd., National City, CA	N  0 0.5 Miles 
	Alcohol density is defined as the average distance between a person and their closest alcohol retailer. Alcohol license data accessed from the CA Dept. of Alcoholic Beverage Control on 12/21/2023.	

Considerations

The following are considerations if a CUP is issued:

1. Consider the issuance of a Type 20 rather than a Type 21 license to limit sales to beer and wine and not higher alcohol volume distilled spirits in conjunction with a fueling station. The ready access and ability to purchase alcohol at service stations may increase the opportunity for individuals to consume alcohol while operating a vehicle, as opposed to when alcoholic beverages are purchased as part of other planned shopping tasks (such as at a supermarket or other retail establishment).
2. Require that staff and management attend an in-person Responsible Beverage Sales and Service training.
3. Ensure no more than 33 percent of windows and clear doors bear advertising or signs in order to ensure the public and law enforcement personnel have an unobstructed view of the interior, including cash registers, from the exterior entrance.
4. Post in English and Spanish a notice that state law prohibits sales of alcoholic beverages to persons under age 21.
5. Post and maintain signage stating that no open alcoholic beverage containers are allowed on the premises and no loitering is allowed on or in front of the premises.



August 22, 2024

Re: New proposed Commercial and Residential Development, Including the Sale of Beer, Wine and Distilled Spirits - Sweetwater Road and Orange Street, National City, CA

Greetings Resident/Owner:

This letter is to invite you to attend a Community Information meeting to be held at the National City Chamber of Commerce offices located at 901 National City Boulevard.

This meeting will, hopefully, be both enjoyable and educational, as it will be held for the purpose of displaying a new commercial and apartment development to be located at the intersection of Orange Street and Sweetwater Road in National City.

Hosting this meeting will be the commercial development team of Highland Avenue Property Investments featuring Mr. Joseph Brikho and Mr. Eddy Brikho.

The project they will be “unveiling” is a very well designed Convenience Store, ***within which will provide for the sale of beer, wine, and distilled spirits for off-site consumption.*** This convenience store will support three, three bedroom, and two, one-bedroom good-sized apartments. Additionally, their proposed development will include a small car wash, a six pump fueling station, and a drive thru coffee shop/restaurant.

Coffee and refreshments will be served in the Meeting Room of the National City Chamber of Commerce:

Date: August 28, 2024

Time: 5:30 to 7:00 PM

Place: Chamber of Commerce, Board Room, 901 National City Boulevard

Your attendance and comments are sincerely welcomed and appreciated.

Page Two Following:



Office: (619) 491-0335
Mobile: (619) 944-3051 | Fax: (619) 491-0696
www.duhscommercial.com
Tom@duhscommercial.com

Any specific comments may be mailed directly to:

Mr. David Welch
Associate Planner
Planning Department
City of National City
1243 National City Boulevard
National City, CA 91950-4397

Sincerely,

[Redacted Signature]

L. Thomas Morgan, CCIM
Retail Specialist
Duhs Commercial, Inc.
(619) 944-3051 - cell

C: Mr. David Welch, Associate Planner, City of National City
Mr. Martin Reeder, Assistant Director of Community Development
Mr. Joseph Brikho, Highland Avenue Property Investments
Mr. Eddy Brikho, Highland Avenue Property Investments
Mr. Michael Kinoshita, Architect



4542 Ruffner Street
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Pasadena
Irvine
San Diego

LOCAL TRANSPORTATION ANALYSIS
SWEETWATER ROAD COMMERCIAL
National City, California
October 29, 2024

LLG Ref. 3-22-3948

Prepared by:
Narasimha Prasad
Senior Transportation Engineer

&
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Transportation Engineer II

Under the Supervision of:
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APPENDIX

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- B. Intersection Peak Hour Analysis Worksheets – Existing
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LOCAL TRANSPORTATION ANALYSIS
SWEETWATER ROAD COMMERCIAL

National City, California
October 29, 2024

1.0 INTRODUCTION

Linscott, Law & Greenspan Engineers (LLG) has completed the following Local Transportation Analysis (LTA) associated with the proposed Mixed-use/commercial development on Sweetwater Road at Orange Street in National City. This traffic study analyzes traffic operations and alternative modes of travel within the project's study area and evaluates the effects of the Project on the local transportation system to determine if the Project triggers the need for improvements. In conformance with Senate Bill 743 (SB 743), a Vehicle Miles Traveled (VMT) Assessment that evaluates the project's transportation impacts using a Vehicle Miles Traveled (VMT) metric under CEQA, pursuant to guidance from the Governor's Office of Planning and Research (OPR) in December 2018 is also included in this report. Consistent with SB 743 and CEQA Guidelines 15064.3, the CEQA significance determination for the Project will be based only on VMT and not on LOS.

The following sections are included in this report:

- Project Description
- Existing Conditions Description
- Vehicle Miles Traveled Assessment
- Analysis Approach and Methodology
- Substantial Traffic Effect Criteria
- Analysis of Existing Conditions
- Cumulative Traffic
- Trip Generation, Distribution, and Assignment
- Analysis of Near-term Scenarios
- Signal Warrant Analysis
- Site Access, On-Site circulation, Queuing and Parking Assessment
- Conclusion

2.0 PROJECT DESCRIPTION

2.1 Project Location

The proposed project is located on the northwest corner of the Sweetwater Road/ Orange Street intersection in National City. The existing site is undeveloped and zoned Major Mixed-Use District (MXD-2), which is consistent with the City's General Plan.

Figure 2–1 shows the general vicinity of project. **Figure 2–2** depicts a more detailed project area map.

2.2 Project Description

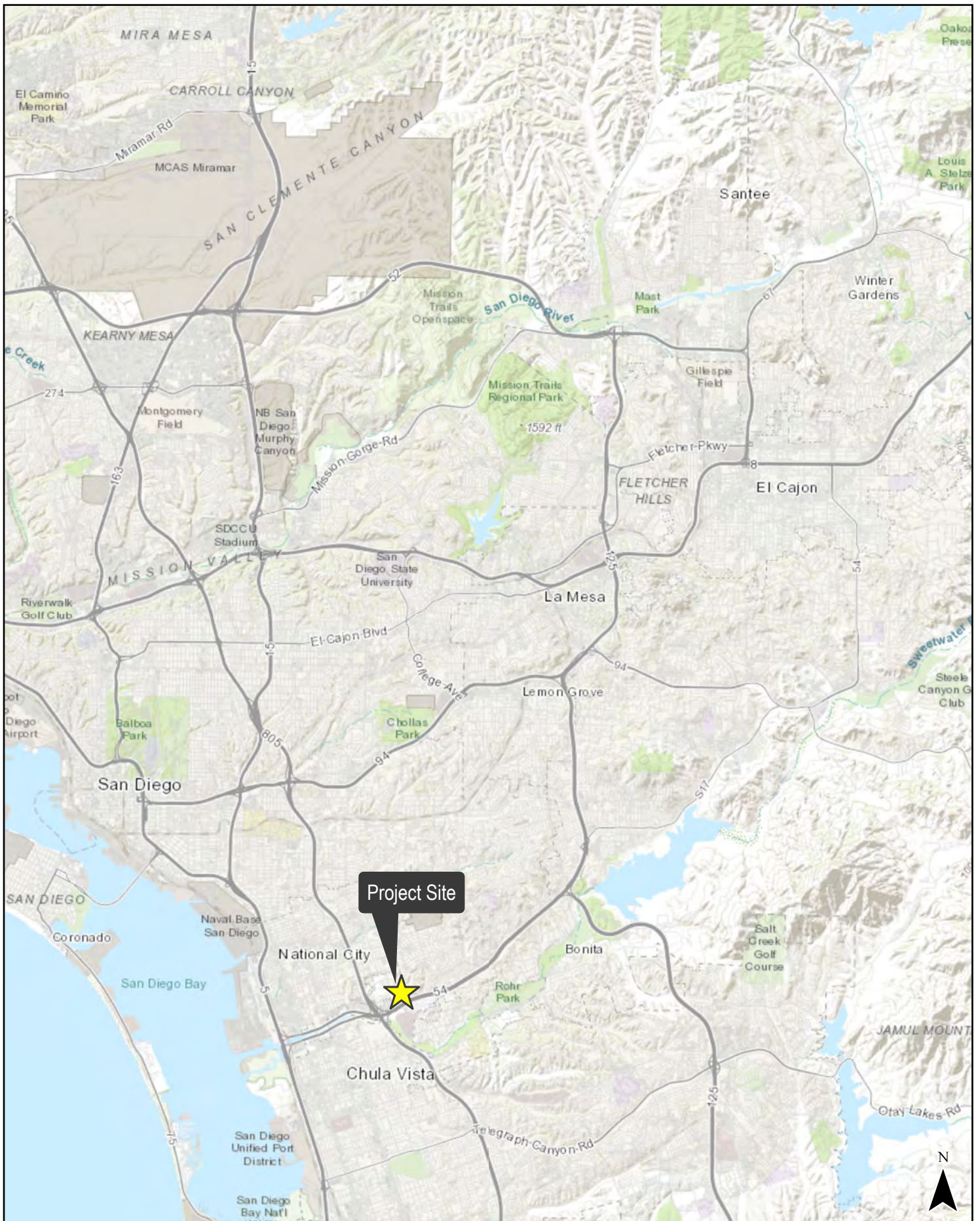
The project proposes the construction of a 6-pump (12 fueling positions) gas station with a 3,329 SF convenience store, a 1,297 SF drive-through restaurant with no indoor seating as part of the convenience store, an automatic car wash with vacuum and 5 apartment units. Access to the project would be provided via full access driveways on Sweetwater Road and Orange Street.

A total of 7 parking spaces will be provided for the residential units, 9 parking spaces for the convenience store and 2 parking spaces for the car wash vacuum.

Access proposed is described below:

- One full access driveway on Sweetwater Road,
- One exit only driveway for the restaurant drive-through, and
- One full access driveway on Orange Street.

Figure 2–3 is the conceptual site plan.



N:\3948\Figure
Date: 8/27/2024

Figure 2-1
Vicinity Map



Figure 2-2
Project Area Map

3.0 EXISTING CONDITIONS

Effective evaluation of the traffic impacts associated with the proposed project requires an understanding of the existing transportation system within the project area. **Figure 3–1** shows the existing conditions diagram, including signalized intersections and lane configurations.

3.1 Study Area

The study area intersections and segments were selected based on the Institute of Transportation Engineers (ITE) San Diego and Imperial County Sections *Guidelines for Traffic Impact Studies (TIS) in the San Diego Region (May 2019)* and discussions with National City staff. The TIS guidelines recommend that the study area be determined by where the Project adds 50 peak hour trips in either direction to the existing roadway traffic. Although this project is not expected to add 50 peak hour trips in either direction, the signalized intersections near the project site, the intersection fronting the project site, and the roadway segments adjacent to these intersections were included in the study area. The study area intersections and segments are listed below.

Intersections

1. Sweetwater Road / Euclid Avenue / I-805 SB Ramps
2. Sweetwater Road / I-805 NB Ramps
3. Sweetwater Road / Project Driveway A
4. Orange Street / Project Driveway B
5. Sweetwater Road / Orange Street
6. Sweetwater Road / Valley Road

Segments

Sweetwater Road

- Prospect Street to I-805 NB Ramps
- I-805 NB Ramps to Valley Road
- Valley Road to Stockman Street

3.2 Existing Street Network

The following is a description of the existing street network in the study area.

Sweetwater Road is classified as a Major Arterial in the National City Circulation Element. Within the study area, Sweetwater Road is a 4-Lane undivided roadway from Prospect Street to the I-805 NB Ramps. East of the I-805 NB Ramps to Valley Road it is a 4-Lane roadway with a two-way left-turn lane (TWLTL). Between Valley Road and Stockton Street, Sweetwater Road is a 4-Lane undivided roadway. Curbside parking is prohibited along these segments of Sweetwater Road, as the City recently installed Class IV Cycle Tracks along the curblines. Bus stops serve routes 961 and 968 at 30-

minute intervals along this road. The posted speed limit on Sweetwater Road ranges between 35 and 45 mph.

A HAWK Beacon is installed at the Sweetwater Road / Orange Street intersection. A HAWK Beacon (high intensity activated crosswalk beacon) is a traffic control device used to stop road traffic and allow pedestrians to cross safely. It is officially known as a pedestrian hybrid beacon. The purpose of a HAWK beacon is to allow protected pedestrian crossings, stopping vehicular traffic only as needed. The HAWK beacon is a type of traffic control alternative to traffic control signals and/or where an intersection does not meet traffic signal warrants.

Orange Street is classified in the National City Circulation Element as a local road. It is currently built as a 2-lane roadway. Orange Street is located on the east side of the project site. The adjacent land uses are mainly residential. No posted speed limit was observed, and parking is permitted on both sides of the roadway.

3.3 Existing Traffic Volumes

Peak Hour Volumes – Existing weekday commuter AM and PM peak hour (7:00-9:00 AM and 4:00-6:00 PM) traffic volumes were commissioned at the study area intersections. The counts were conducted on Tuesday, August 6, 2024, when area schools were in session.

Daily Volumes – Existing street segment Average Daily Traffic (ADT) volumes were commissioned on Tuesday, August 6, 2024.

Table 3–1 is a summary of the existing street segment average daily traffic within the project study area. **Figure 3–2** shows the Existing Traffic Volumes.

Appendix A contains the manual count sheets.

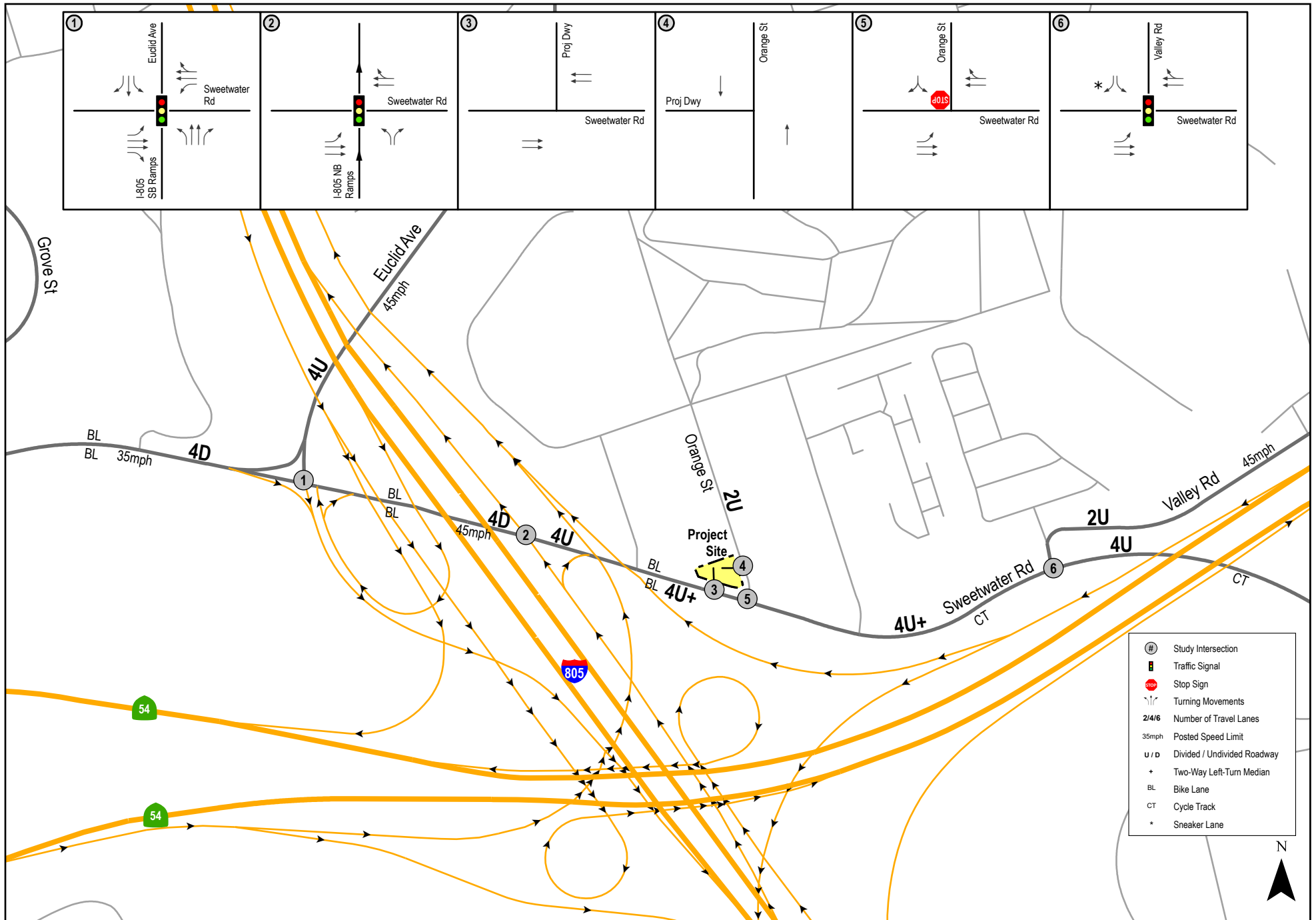
It should be noted that the Project site is located one block south of the entrance to the La Vista Memorial Park cemetery, the main entrance of which is located at the north end of Orange Street. The cemetery generally has very little traffic but does have three (3) special events during the year when traffic is atypical. These would be Memorial Day, Mother’s Day and Dia De Los Muertos. While these events result in higher-than-average traffic volumes in the study area, they are not representative of typical street system operations and therefore not subject to analysis in this study.

TABLE 3-1
EXISTING TRAFFIC VOLUMES

Street Segment	ADT ^a
Sweetwater Road	
Prospect Street to I-805 NB Ramps	23,800
I-805 NB Ramps to Valley Road	25,200
Valley Road to Stockman Street	16,400

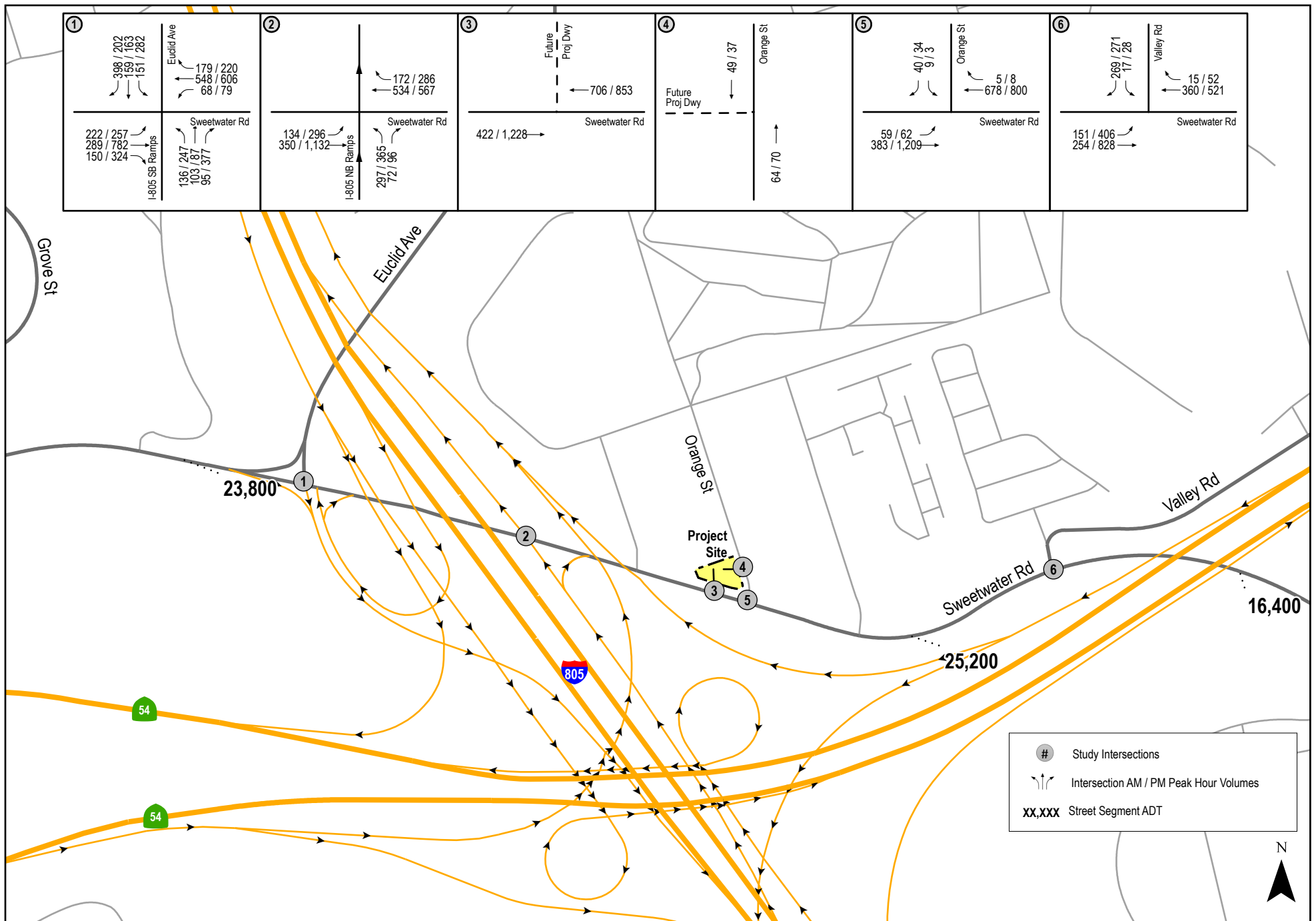
Footnotes:

- a. Average Daily Traffic Volume counts conducted on Tuesday, August 6, 2024.



N:13948\Figure
Date: 8/22/2024

Figure 3-1
Existing Conditions Diagram



4.0 ANALYSIS APPROACH AND METHODOLOGY

Level of service (LOS) is the term used to denote the different operating conditions which occur on a given roadway segment under various traffic volume loads. It is a qualitative measure used to describe a quantitative analysis taking into account factors such as roadway geometries, signal phasing, speed, travel delay, freedom to maneuver, and safety. Level of service provides an index to the operational qualities of a roadway segment or an intersection. Level of service designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. Level of service designation is reported differently for signalized and unsignalized intersections, as well as for roadway segments.

4.1 Methodology

Peak hour intersection analysis was performed to determine the potential effects of the Project on the roadway network. There are various methodologies used to analyze signalized intersections and unsignalized intersections.

The measure of effectiveness for intersection and segment operations is level of service (LOS) which denotes the operating conditions which occur at a given intersection or on a given roadway segment under various traffic volume loads. It is a qualitative measure used to describe a quantitative analysis taking into account factors such as roadway geometries, signal phasing, speed, travel delay, freedom to maneuver, and safety. LOS provides an index to the operational qualities of a roadway segment or an intersection. LOS designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst. LOS designation is reported differently for signalized and unsignalized intersections, as well as for roadway segments.

In the Highway Capacity Manual (HCM 6), LOS for signalized intersections is defined in terms of delay. The LOS analysis provides results in seconds of delay expressed in terms of letters A through F. Delay is a measure of driver discomfort, frustration, fuel consumption, and lost travel time.

Table 4-1 lists the criteria, which are based on the average control delay for any particular minor movement (unsignalized intersections) and overall intersection (signalized intersections). For signalized intersections, LOS criteria are stated in terms of the average control delay per vehicle for a 15-minute analysis period. Control delays include initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. **Table 4-2** summarizes the delay thresholds in seconds for each corresponding level of service for signalized and unsignalized intersections.

4.2 Signalized Intersections

LOS A describes operations with very low delay, (i.e. less than 10.0 seconds per vehicle). This occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.

LOS B describes operations with delay in the range 10.1 seconds and 20.0 seconds per vehicle. This generally occurs with good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of Average delay.

LOS C describes operations with delay in the range 20.1 seconds and 35.0 seconds per vehicle. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.

LOS D describes operations with delay in the range 35.1 seconds and 55.0 seconds per vehicle. At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or higher v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are frequent.

LOS E describes operations with delay in the range of 55.1 seconds to 80.0 seconds per vehicle. This is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.

LOS F describes operations with delay in excess of over 80.0 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with over-saturation (i.e., when arrival flow rates exceed the capacity of the intersection). It may also occur at high v/c ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

4.3 Unsignalized Intersections

For unsignalized intersections, LOS is determined by the computed or measured control delay and is defined for each minor movement. For All-Way-Stop-controlled (AWSC) intersections, the overall intersection delay is reported. For two-way-stop-controlled (TWSC) intersections, LOS is not defined for the intersection as a whole, but the worst-case movement (typically the minor street left-turn) delay and LOS are reported.

LOS F exists when there are insufficient gaps of suitable size to allow a side street demand to safely cross through a major street traffic stream. This LOS is generally evident from extremely long control delays experienced by side-street traffic and by queuing on the minor-street approaches. The method, however, is based on a constant critical gap size; that is, the critical gap remains constant no matter how long the side-street motorist waits.

LOS F may also appear in the form of side-street vehicles selecting smaller-than-usual gaps. In such cases, safety may be a problem, and some disruption to the major traffic stream may result. It is important to note that LOS F may not always result in long queues but may result in adjustments to normal gap acceptance behavior, which are more difficult to observe in the field than queuing.

TABLE 4-1
INTERSECTION LEVEL OF SERVICE DESCRIPTIONS

LOS	Description
A	Occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
B	Generally, occurs with good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.
C	Generally, results when there is fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
D	Generally, results in noticeable congestion. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume-to-capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	Considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high volume-to-capacity ratios. Individual cycle failures are frequent occurrences.
F	Considered to be unacceptable to most drivers. This condition often occurs with over saturation i.e. when arrival flow rates exceed the capacity of the intersection. It may also occur at high volume-to-capacity ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels

TABLE 4-2
INTERSECTION LEVEL OF SERVICE (LOS) & DELAY RANGES

LOS	Delay (seconds/vehicle)	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10.0	≤ 10.0
B	10.1 to 20.0	10.1 to 15.0
C	20.1 to 35.0	15.1 to 25.0
D	35.1 to 55.0	25.1 to 35.0
E	55.1 to 80.0	35.1 to 50.0
F	≥ 80.1	≥ 50.1

Source: Highway Capacity Manual 6.

4.4 Street Segments

Street segment analysis is based upon the comparison of daily traffic volumes (ADTs) to the National City Roadway Classification, Level of Service, and ADT Table. This table provides segment capacities for different street classifications based on traffic volumes and roadway characteristics.

Table 4-3 summarizes the National City's *Roadway Classification, Level of Service, and ADT*.

TABLE 4-3
CIRCULATION ELEMENT ROADWAY CLASSIFICATIONS
CAPACITY AND LEVEL OF SERVICE STANDARDS

Street Classification	# of Lanes	Level of Service *					
		A	B	C	D	E	F
Arterial	6	0-20,000	20,001- 28,000	28,001-40,000	40,001-45,000	45,001-50,000	50,001+
Arterial	4	0-15,000	15,001-21,000	21,001-30,000	30,001-35,000	35,001-40,000	40,001+
Arterial	4	0-10,000	10,001-14,000	14,001-20,000	20,001-25,000	25,001-30,000	30,001+
Arterial	3+1	0-8,500	8,501-12,000	12,001-17,000	17,001-21,000	21,001-25,000	25,001+
Collector	4	0-7,000	7,001-10,000	10,001-14,000	14,001-17,000	17,001-20,000	20,001+
Collector	2+1	0-5,000	5,001-7,000	7,001-10,000	10,001-13,000	13,001-15,000	15,001+
Collector	2	0-4,000	4,001-5,500	5,501-7,500	7,501-9,000	9,001-10,000	10,001+

* Approximate recommended Average Daily Traffic based upon the ITE San Diego and Imperial County Sections TIS Guidelines, as amended by the City of National City.

5.0 SUBSTANTIAL TRAFFIC EFFECT CRITERIA

National City uses the regionally adopted ITE San Diego and Imperial County Sections TIS Guidelines for the purposes of traffic impact analysis. National City considers LOS D as the minimum acceptable level of service.

A project is considered to have a substantial traffic effect if the new project traffic decreases the operations of surrounding roadways by a defined threshold. The defined thresholds shown in **Table 5–1** for roadway segments and intersections are based on published ITE San Diego and Imperial County Sections TIS Guidelines. If the project exceeds the thresholds in *Table 5–1*, then the project may be considered to have a substantial traffic effect. A feasible improvement should be identified to return the project effect within the thresholds (pre-project + allowable increase) to ensure that the project is consistent with the City of National City General Plan transportation improvements.

TABLE 5–1
SUBSTANTIAL TRAFFIC EFFECT THRESHOLDS

Level of Service with Project	Allowable Increase Due to Project Effects ^a	
	Roadway Segments	Intersections
	V/C	Delay (sec.)
E & F ^b	0.02	2.0

Footnotes:

- If a proposed project's traffic effects exceed the values shown in the table, then the effects are deemed "substantial." The project applicant is recommended to identify "feasible improvements" to achieve LOS D or better.
- The acceptable Level of Service (LOS) standard for roadways and intersections in the City of National City is LOS D. Hence, if the project maintains the level of service at LOS D, the impact is not considered substantial.

General Notes:

V/C = Volume to Capacity Ratio

Delay = Average stopped delay per vehicle measured in seconds for intersections.

LOS = Level of Service

6.0 ANALYSIS OF EXISTING CONDITIONS

6.1 Peak Hour Intersection Levels of Service

Table 6–1 summarizes the intersection operations under existing conditions. As shown in *Table 6–1*, all intersections operate at LOS D or better. **Appendix B** contains the Existing peak hour analysis worksheets.

TABLE 6–1
EXISTING INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Delay ^a	LOS ^b
1. Sweetwater Rd / Euclid Ave / I-805 SB Ramps	Signal	AM	32.8	C
		PM	45.6	D
2. Sweetwater Rd / I-805 NB Ramps	Signal	AM	17.9	B
		PM	30.5	C
3. Sweetwater Rd / Driveway A	DNE	AM	DNE	DNE
		PM	DNE	DNE
4. Driveway B / Orange St	DNE	AM	DNE	DNE
		PM	DNE	DNE
5. Sweetwater Rd / Orange St	TWSC ^c	AM	13.2	B
		PM	13.6	B
6. Sweetwater Rd / Valley Rd	Signal	AM	26.7	C
		PM	41.0	D

Footnotes:

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.
- c. Two-Way stop-controlled intersection. Minor street left turn delay and LOS reported.

General Note:

DNE – Does Not Exist.

SIGNALIZED		UNSIGNALIZED	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

6.2 Daily Street Segment Levels of Service

- **Table 6–2** summarizes the street segment operations under the existing conditions. As shown in *Table 6–2*, all segments are calculated to currently operate at LOS D or better.

TABLE 6–2
EXISTING STREET SEGMENT OPERATIONS

Street Segment	Classification	Capacity (LOS E) ^a	ADT ^b	LOS ^c	V/C ^d
Sweetwater Road					
Prospect St to I-805 NB Ramps	4-lane Major Arterial	40,000	23,800	0.595	C
I-805 NB Ramps to Valley Rd	4-lane Major Arterial	40,000	25,200	0.630	C
Valley Rd to Stockman St	6-lane Major Arterial	50,000	16,400	0.410	B

Footnotes:

- Capacities based on National City Circulation Element Roadway Classification Table, **Appendix C**.
- Average Daily Traffic Volumes.
- Level of Service.
- Volume to Capacity Ratio.

General Notes:

Bold indicates LOS E or F operations.

7.0 CUMULATIVE PROJECTS

Two planned projects in the area would be expected to add traffic to the roadways surrounding the project site. LLG coordinated with City staff to compile a list of relevant cumulative projects for consideration in the analysis. The following is a brief description of the two (2) cumulative projects identified for consideration in the analysis.

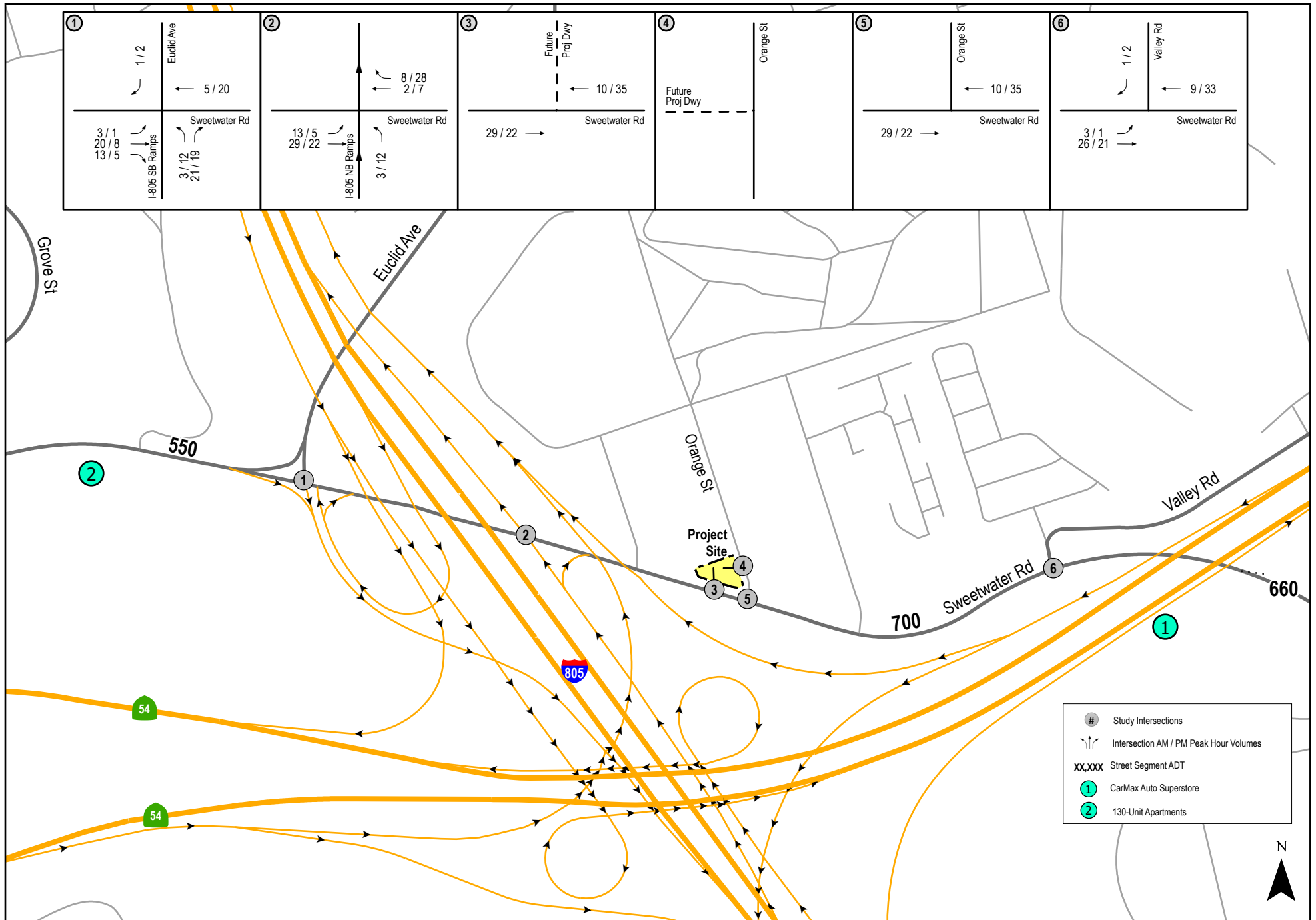
7.1 Description of Projects

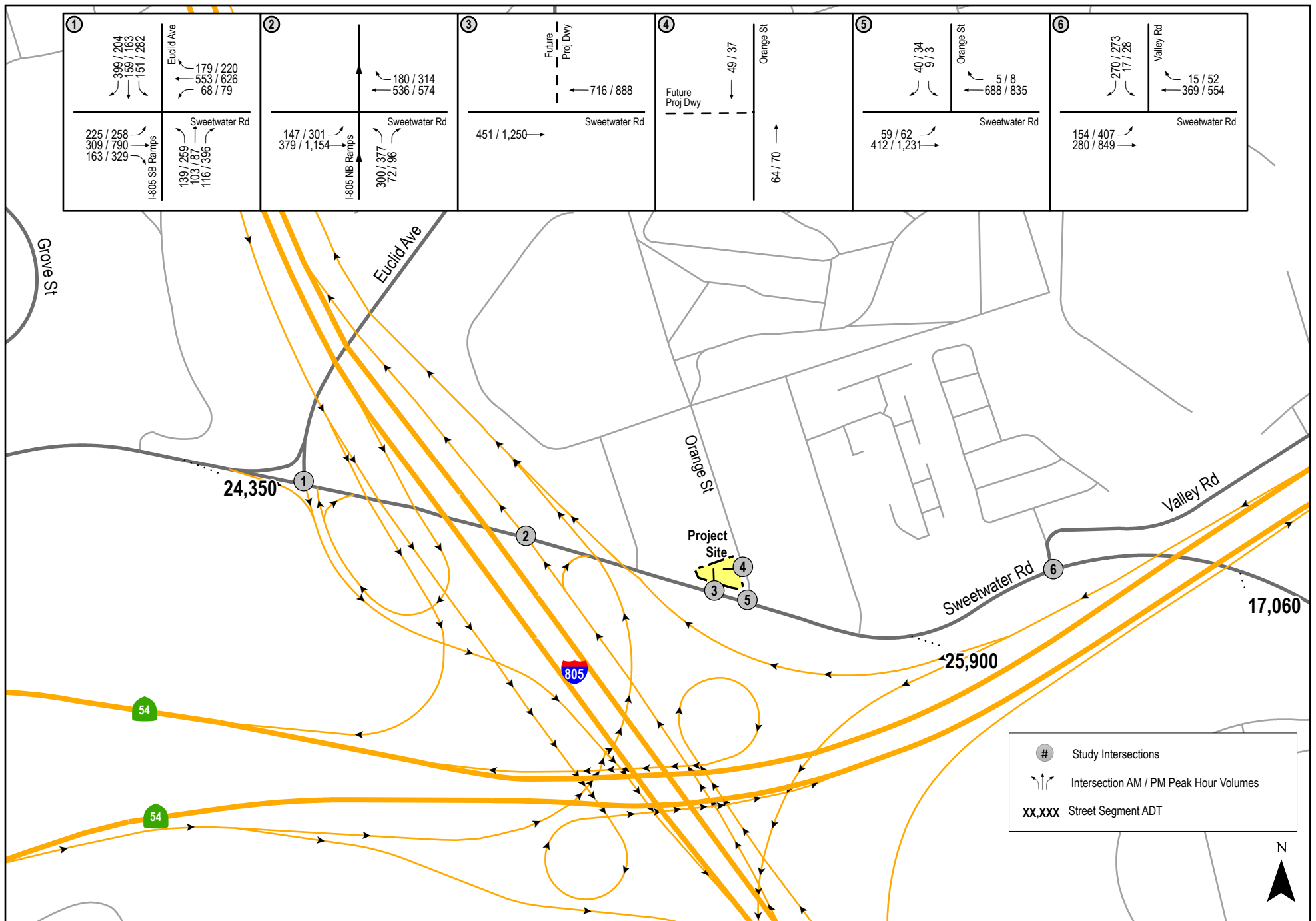
CarMax Auto Superstore – The project site is located at the southeast corner of I-805, State Route (SR) 54 and Sweetwater Road, along Plaza Bonita Road. The site is currently undeveloped. The project proposes the construction of a 7.73-acre CarMax Auto Superstore. Trip generation from the project is calculated based on the SANDAG trip rate for auto sales (dealer/repair). Trips are evenly distributed county-wide. Only trips coming from the north direction (25% of total ADT) will pass streets adjacent to the project site. The Project is calculated to generate 2,319 ADT (116 trips during the AM peak hour and 186 trips during the PM peak hour) at its driveway.

Sweetwater Road & 2nd Avenue Apartments – The project site is located along N. 2nd Avenue and Sweetwater Road within the City of National City. The site is currently undeveloped. The project proposes the construction of 130 apartment units. Trip generation from the project is calculated based on the SANDAG trip rate for apartments. The Project is calculated to generate 780 ADT (62 trips during the AM peak hour and 70 trips during the PM peak hour).

Figure 7–1 depicts the cumulative project location and the total AM/PM peak hour intersection and ADT volumes in the study area. **Figure 7–2** depicts the AM/PM peak hour and ADT volumes for the Existing + Cumulative Projects scenario.

Appendix D includes the trip generation analysis for both cumulative projects.





8.0 TRIP GENERATION/DISTRIBUTION/ASSIGNMENT

8.1 Trip Generation

The SANDAG's (*Not So*) *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, April 2002, and Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition, were reviewed to determine the appropriate trip generation rates for the project. Based on the project description, the following rates were used:

- **Apartments:** SANDAG trip rates for Apartment or any multi-family units more than 20 DU per Acre were used.
- **Gas Station, Convenience Store and Carwash:** SANDAG trip and pass-by rates for Automobile Gasoline with Food Mart and Car Wash were used.
- **Drive-Through restaurant:** The drive-through restaurant is part of the convenience store and does not have indoor seating. The trips generated by the restaurant were accounted for separately for a conservative analysis.

Trip and pass-by rates for Land Use 935, Fast-Food Restaurant with Drive-Through Window and No Indoor Seating, Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition were used. The daily trip rate is not provided in the ITE Trip Generation manual, and hence, the SANDAG daily rate for fast-food with drive-thru of 650/ksf for 1,297 SF was used.

ITE only provides pass-by rates for PM peak hour. PM peak hour ITE rates were assumed for ADT and AM peak hour.

Appendix E contains the SANDAG and ITE trip generation sheets for each land use.

8.1.1 Pass-By Trips / Primary Trips Discussion

Development of new land uses creates trips on a street system that are new, or “primary” trips. However, several types of retail/commercial developments experience local and regional trips at the driveway that are already on the street system whether that development exists or not. These trips are known as “pass-by” trips. For example, if a driver on the way to work stops at a gas station and then carries on to work, that would be considered a pass-by trip. Pass-by trips only appear as “new” trips at the project driveway. Pass-by trips were based on SANDAG and ITE guidelines and existing traffic patterns.

The remaining trips are those that are new to the street system, also called “primary” trips. These trips occur due to the development of the project, and the project itself becomes one end of a primary trip, either the origin or the destination.

8.1.2 Total Trips

Table 8–1 summarizes the total Project trips. The project is calculated to generate a total of approximately 2,743 daily trips with 195 AM peak hour trips (96 inbound and 99 outbound) and 231 PM peak hour trips (118 inbound and 113 outbound).

8.1.3 Primary Trips

Table 8–1 also summarizes the Project Primary trips. The project is calculated to generate a total of approximately 1,961 daily Primary trips with 140 AM peak hour trips (69 inbound and 71 outbound) and 166 PM peak hour trips (85 inbound and 81 outbound).

8.1.4 Pass-By Trips

Table 8–1 also summarizes the Project Pass-By trips. The project is calculated to generate a total of approximately 782 daily Pass-By trips with 55 AM peak hour trips (27 inbound and 28 outbound) and 65 PM peak hour trips (33 inbound and 32 outbound).

8.2 Trip Distribution

The project-generated traffic was distributed to the street system based on the existing roadway network and travel patterns, a working knowledge of the local transportation system, and a review of the proposed land uses. Separate distribution percentages were developed for the Project Primary and Pass-by trips.

Figure 8–1 depicts the regional project traffic distribution percentages for the Primary Trips. **Figure 8–2** depicts project traffic distribution percentages for the Pass-by Trips. For both Primary and Pass-by trips, outbound trips from the drive-through were assigned to the full access driveway on Sweetwater Road to provide a conservative analysis.

8.3 Trip Assignment

Figure 8–3 depicts the assigned Project Primary AM/PM peak hour traffic and ADT based on the trip distribution shown in **Figure 8–1**. **Figure 8–4** shows the Project Pass-By AM/PM peak hour traffic at the site driveways based on the distribution percentages in **Figure 8–2**. Pass-by trips do not represent new ADT on the street system. **Figure 8–5** depicts the total project traffic assignment.

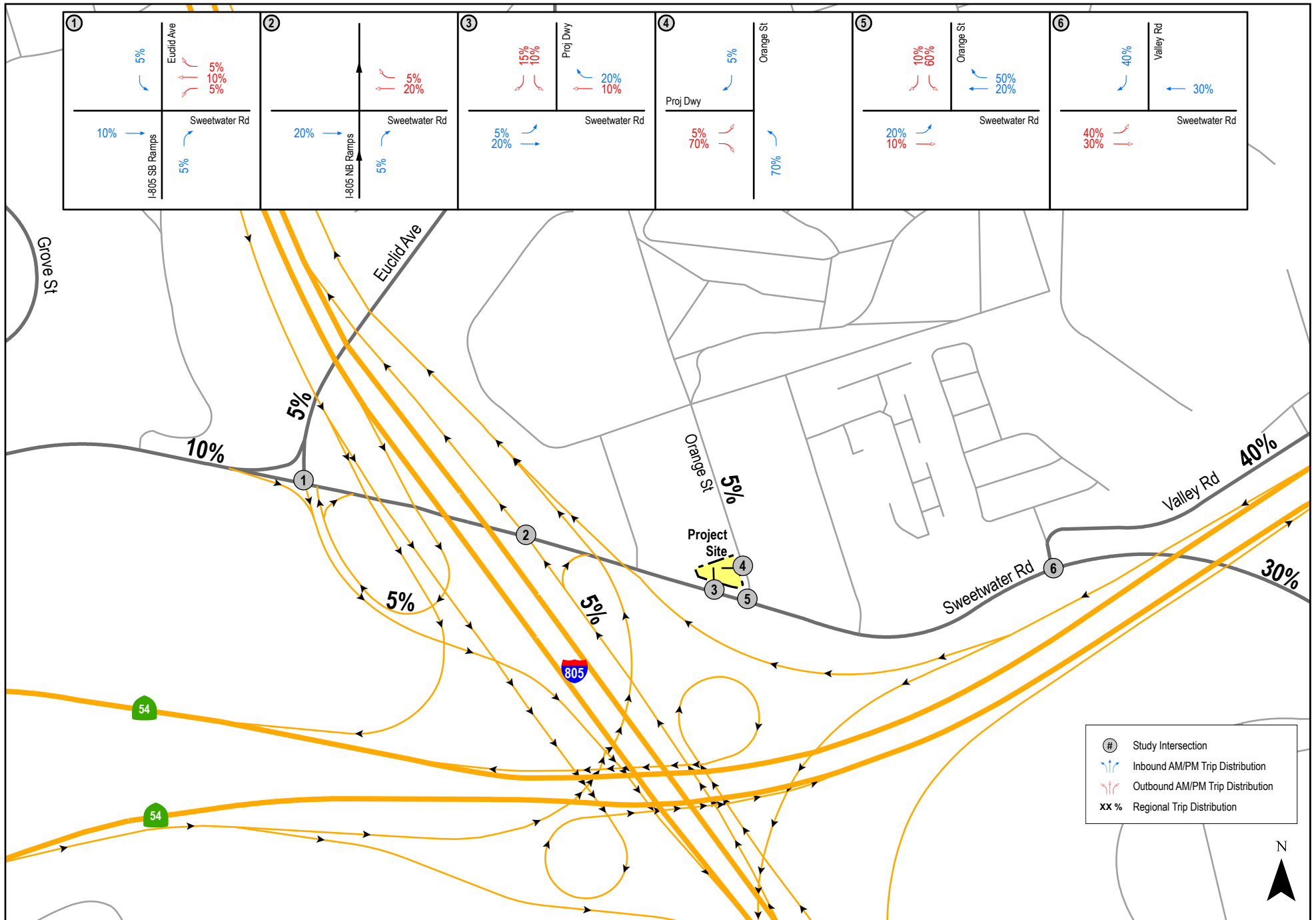
Figure 8–6 depicts the AM/PM peak hours and ADT volumes for the Existing + Project scenario. **Figure 8–7** depicts the AM/PM peak hours and ADT volumes for the Existing + Project + Cumulative Projects scenario.

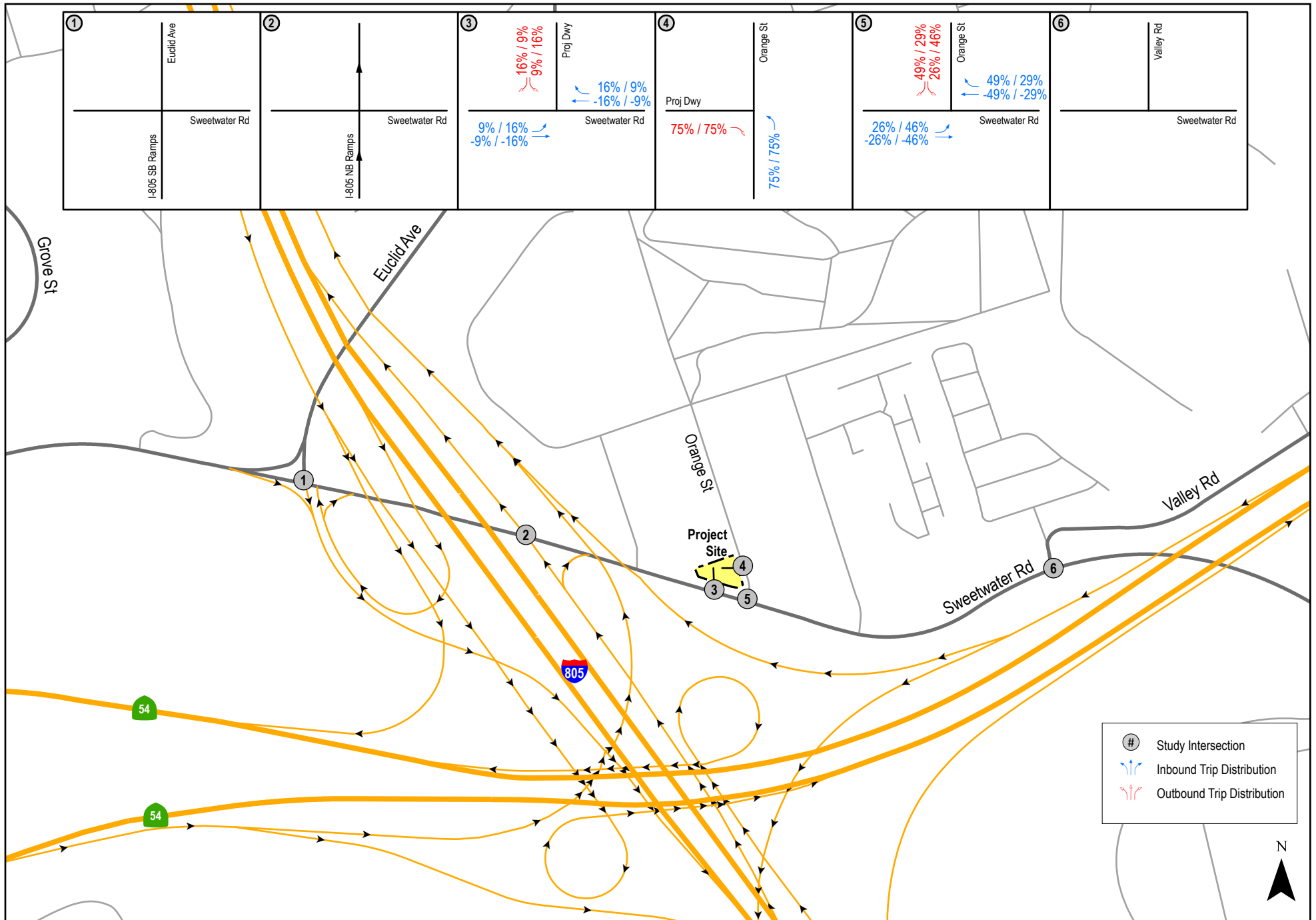
TABLE 8-1
TRIP GENERATION SUMMARY

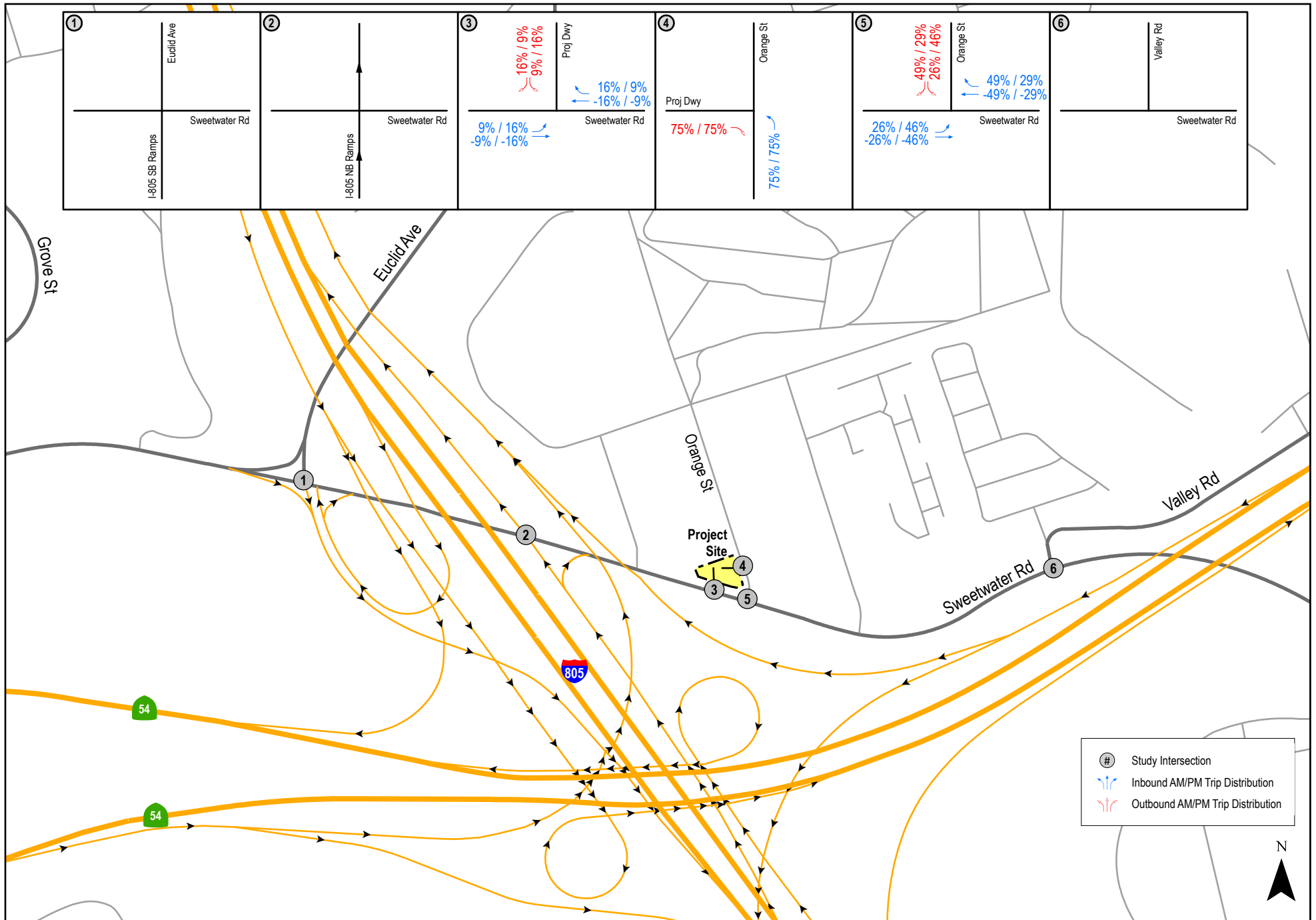
Land Use	Size	Daily Trip Ends (ADTs)		AM Peak Hour					PM Peak Hour				
		Rate ^a	Volume	% of ADT	In:Out Split	Volume			% of ADT	In:Out Split	Volume		
						In	Out	Total			In	Out	Total
1. Apartments	5 DU	6 /DU	30	8%	20:80	1	2	3	10%	70:30	3	1	4
2. Gasoline with Food Mart & Car Wash	12 Fueling Space	155 Fueling Space	1,860	8%	50:50	75	74	149	9%	50:50	84	83	167
	Primary ^b	72%	1,339			54	53	107			60	60	120
	Pass-By ^b	28%	521			21	21	42			24	23	47
3. Fast-Food Restaurant with Drive-Through Window and No Indoor Seating ^{c, d}	1,297 KSF	650 KSF	843	43 /Drive-Thru Lane	47:53	20	23	43	59.5 /Drive-Thru Lane	51:49	31	29	60
	Primary ^e	69%	582			14	16	30			21	20	41
	Pass-By ^e	31%	261			6	7	13			10	9	19
Total Project			2,743			96	99	195			118	113	231
Primary			1,961			69	71	140			85	81	166
Pass-by			782			27	28	55			33	32	65

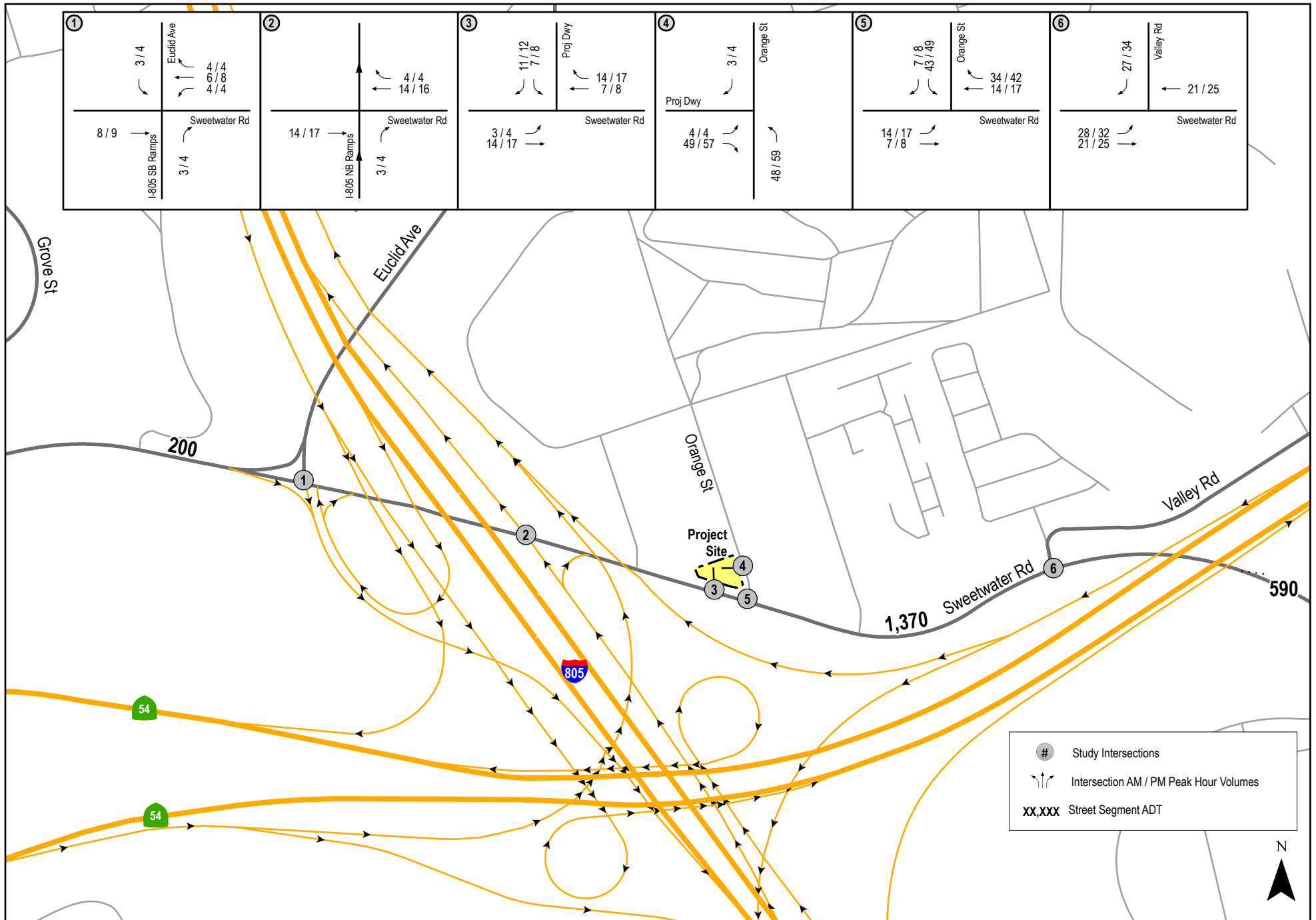
Footnotes:

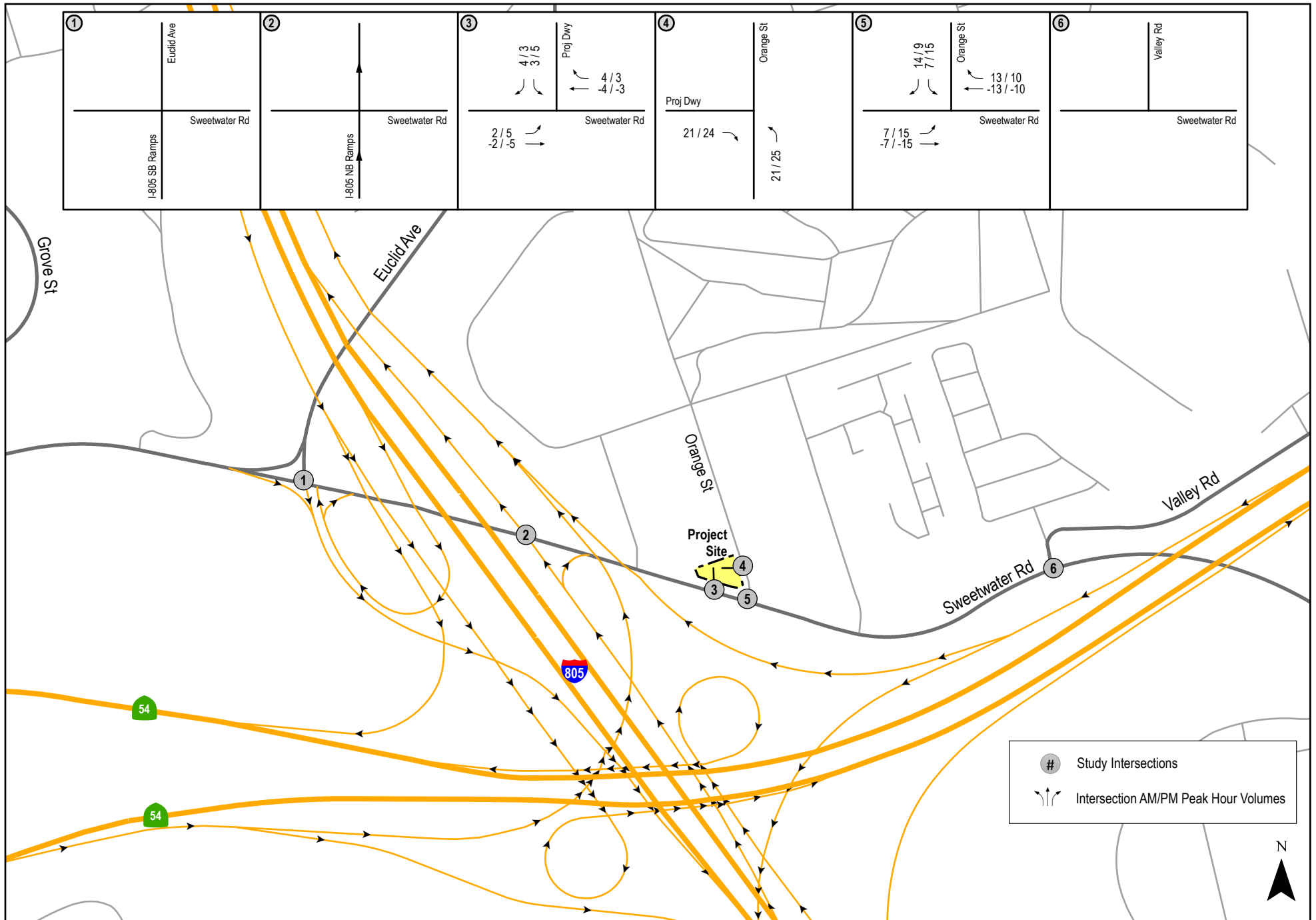
- a. Rates are based on SANDAG's (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002, unless otherwise specified.
- b. Primary and pass-by rates from SANDAG.
- c. Trip and pass-by rates for Land Use 935, Fast-Food Restaurant with Drive-Through Window and No Indoor Seating, Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition.
- d. The daily trip rate is not provided in the ITE Trip Generation manual and hence the SANDAG daily rate for fast-food with drive-thru of 650/ksf for 1,297 SF was used.
- e. ITE only provides pass-by rates for PM peak hour. PM peak hour ITE rates were assumed for ADT and AM peak hour.

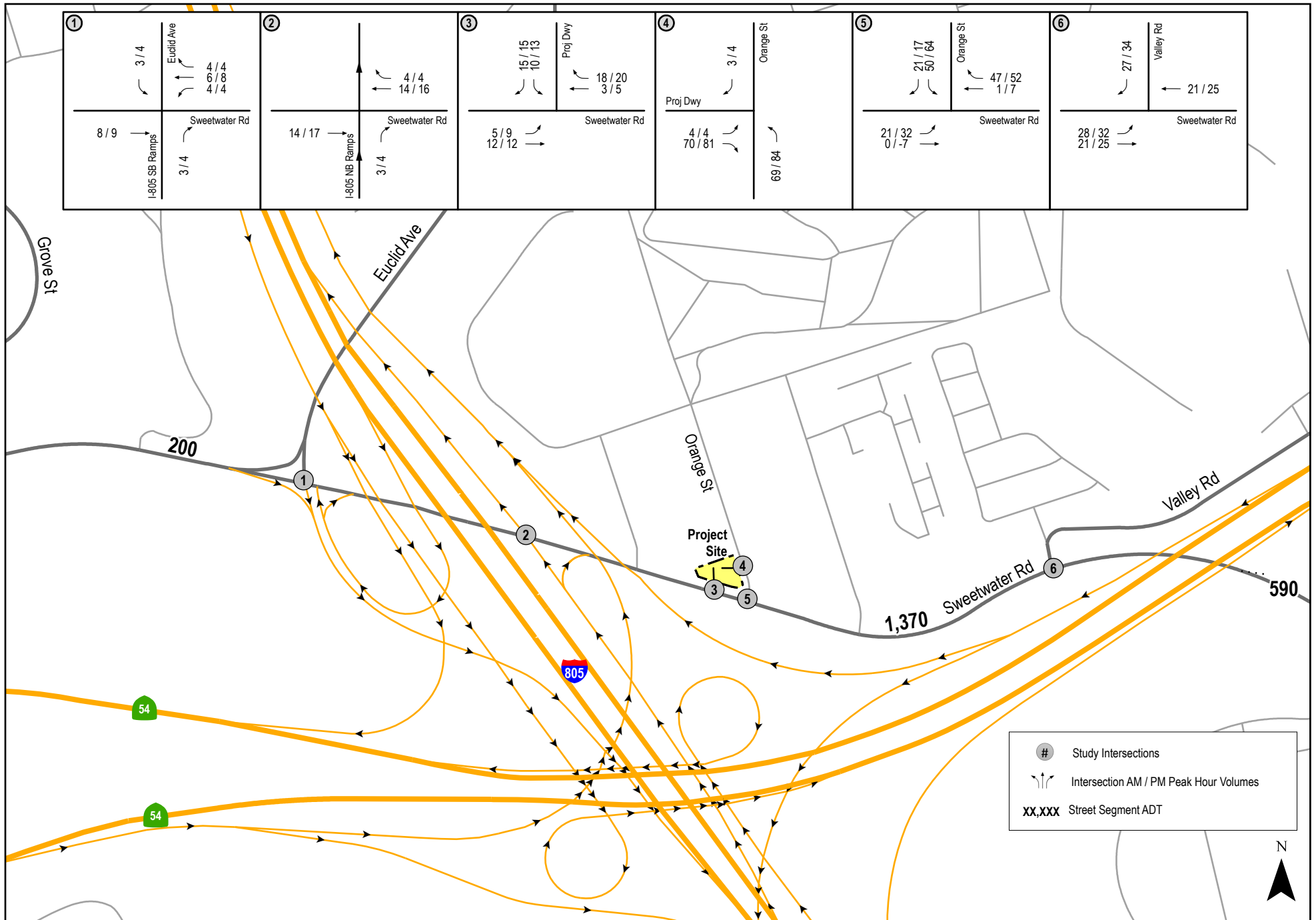


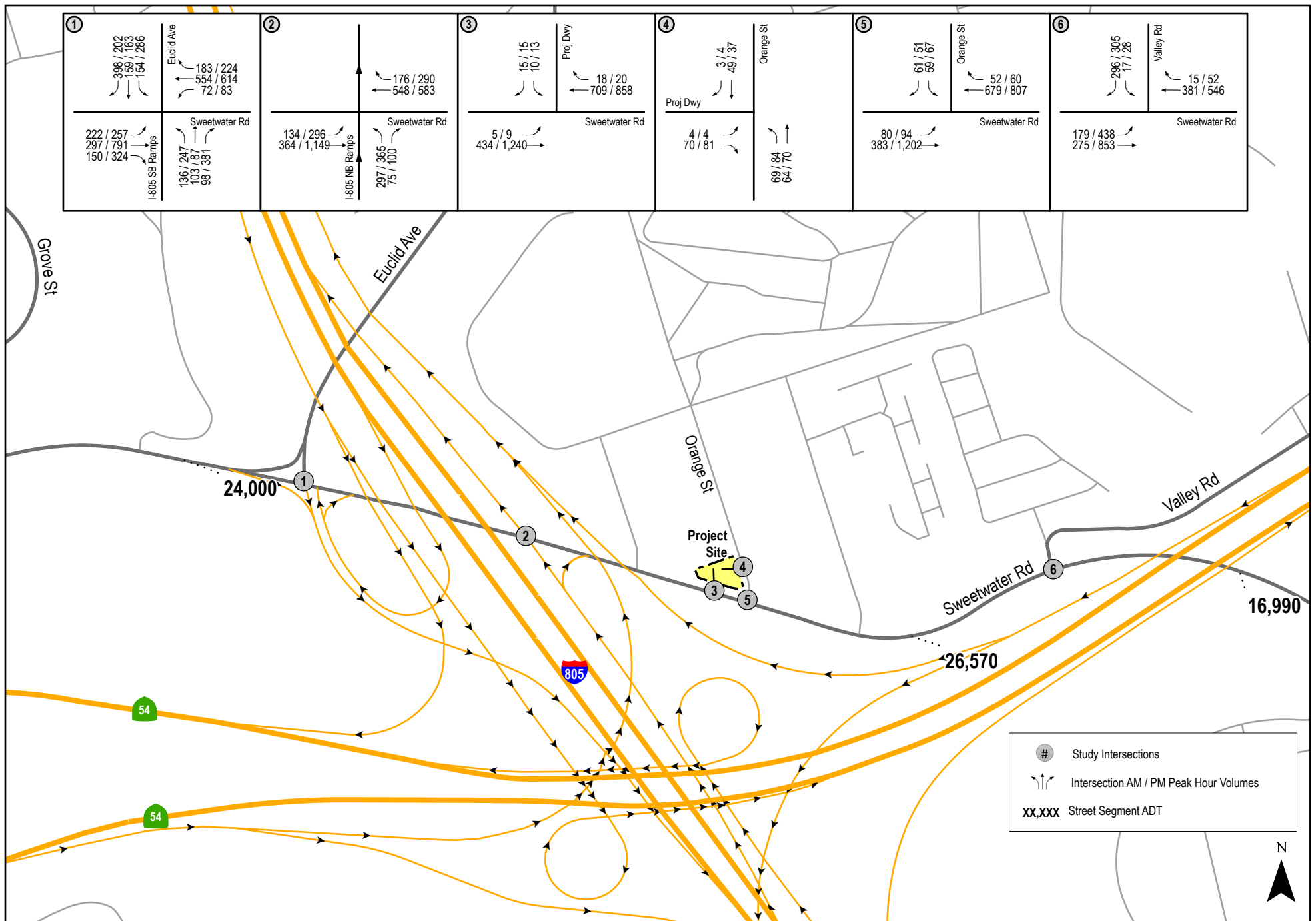


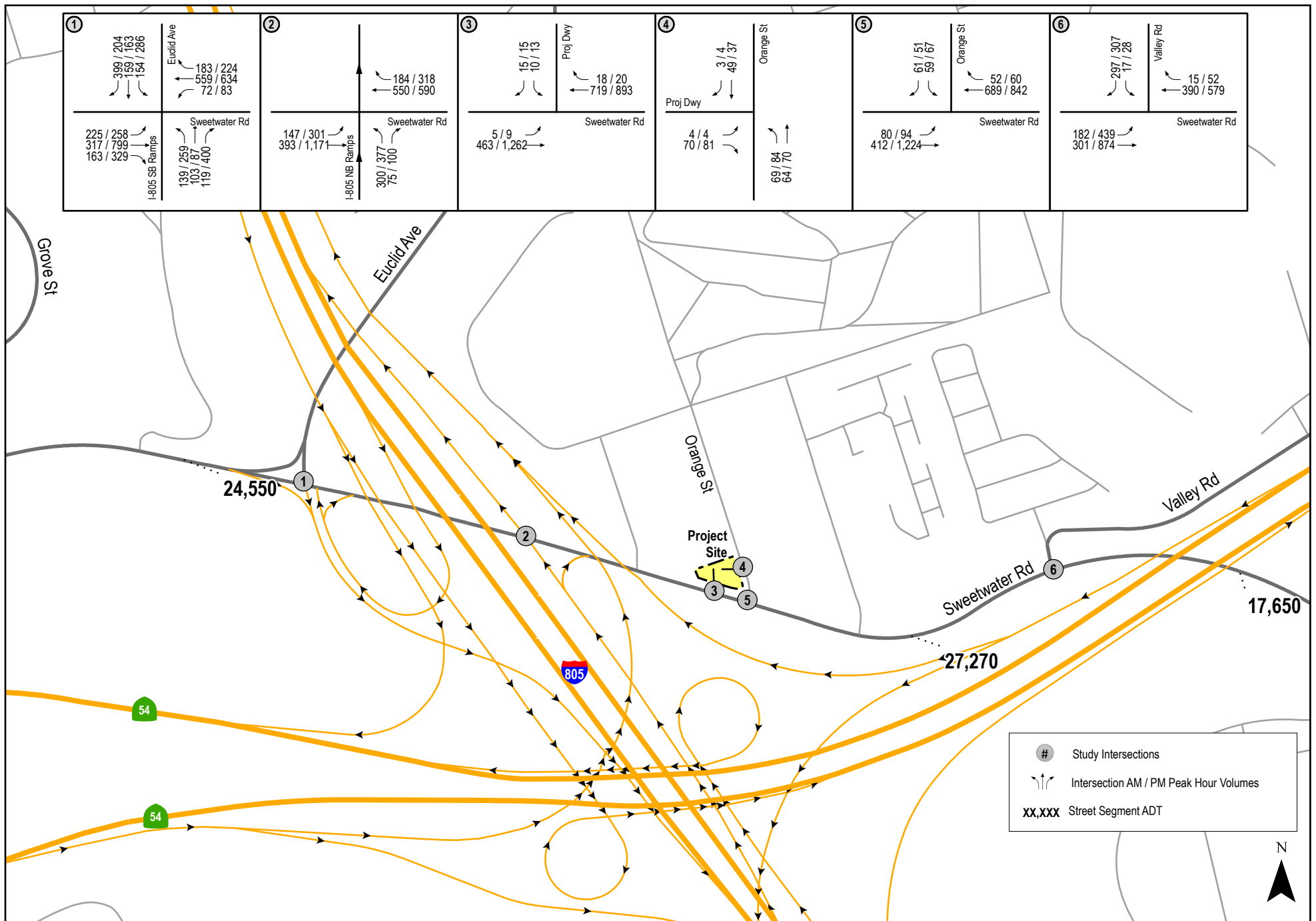












9.0 ANALYSIS OF NEAR-TERM SCENARIOS

This section discusses the near-term operations of the intersections and street segments in the project study area.

9.1 Existing + Project

9.1.1 Intersection Analysis

Table 9–1 summarizes the intersection operations under Existing + Project conditions. With the addition of project traffic volumes, all intersections are calculated to continue to operate at LOS D or better except for the following:

- Sweetwater Road / Orange Street intersection - LOS E

The increase in the delay due to the project is more than 2 seconds and therefore, the Project has a significant impact at this intersection.

Appendix F contains the Existing + Project peak hour analysis worksheets.

9.1.2 Segment Operations

Table 9–2 summarizes the street segment operations under Existing + Project conditions. With the addition of project traffic volumes, all street segments are calculated to continue to operate at LOS D or better..

9.2 Existing + Cumulative Projects

9.2.1 Intersection Analysis

Table 9–3 summarizes the intersection operations under Existing + Cumulative Project conditions. With the addition of cumulative projects traffic volumes, all intersections are calculated to continue to operate at LOS D or better.

Appendix G contains the Existing + Cumulative peak hour analysis worksheets.

9.2.2 Segment Operations

Table 9–4 summarizes the street segment operations under Existing + Cumulative Project conditions. With the addition of cumulative projects traffic volumes, all street segments are calculated to continue to operate at LOS D or better. Existing + Project + Cumulative Projects

9.3 Existing + Project + Cumulative Projects

9.3.1 Intersection Analysis

Table 9–3 summarizes the intersection operations under Existing + Project + Cumulative Projects conditions. As shown in **Table 9–3**, with the addition of Project and Cumulative project traffic, all intersections are calculated to continue to operate at LOS D or better except the following:

- Sweetwater Road / Orange Street intersection - LOS E

The increase in the delay due to the project is more than 2 seconds and therefore, the Project has a substantial effect impact at this intersection. It is recommended that a traffic signal be installed at this intersection if signal warrants are met. A signal warrant analysis is included in *Section 10*.

Appendix H contains the Existing + Project + Cumulative Projects peak hour analysis worksheets.

9.3.2 Segment Operations

Table 9–4 summarizes the street segment operations under Existing + Project + Cumulative Projects conditions. With the addition of project and cumulative traffic volumes, all street segments are calculated to continue to operate at LOS D or better.

TABLE 9-1
EXISTING + PROJECT INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing		Existing + Project		Δ Delay ^c	Substantial Effect
			Delay ^a	LOS ^b	Delay	LOS		
1. Sweetwater Rd / Euclid Ave / I-805 SB Ramps	Signal	AM	32.8	C	34.4	C	1.6	No
		PM	45.6	D	46.3	D	0.7	No
2. Sweetwater Rd / I-805 NB Ramps	Signal	AM	17.9	B	18.2	B	0.3	No
		PM	30.5	C	31.4	C	0.9	No
3. Sweetwater Road / Driveway A	TWSC ^d	AM	0.0	A	13.8	B	13.8	No
		PM	0.0	A	18.1	C	18.1	No
4. Driveway B / Orange St	Signal	AM	0.0	A	9.2	A	9.2	No
		PM	0.0	A	9.2	A	9.2	No
5. Sweetwater Rd / Orange St	TWSC ^d	AM	13.2	B	23.2	C	10.0	No
		PM	13.6	B	39.2	E	25.6	Yes
6. Sweetwater Rd / Valley Rd	Signal	AM	26.7	C	28.7	C	2.0	No
		PM	41.0	D	51.9	D	10.9	No

Footnotes:

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service
- c. Δ denotes the increase in delay due to Project.
- d. Two-way stop control.

General Note:

DNE – Does Not Exist.

SIGNALIZED		UNSIGNALIZED	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

TABLE 9-2
EXISTING + PROJECT SEGMENT OPERATIONS

Street Segment	Capacity (LOS E) ^a	Existing			Existing + Project			Δ V/C ^e	Substantial Effect
		ADT ^b	V/C ^c	LOS ^d	ADT	V/C	LOS		
Sweetwater Road									
Prospect Street to I-805 NB Ramps	40,000	23,800	0.595	C	24,000	0.600	C	0.005	No
I-805 NB Ramps to Valley Road	40,000	25,200	0.630	C	26,570	0.664	C	0.034	No
Valley Road to Stockman Street	50,000	16,400	0.410	B	16,990	0.425	B	0.015	No

Footnotes:

- a. Capacities based on National City Roadway Classification & LOS table
- b. Average Daily Traffic
- c. Volume to Capacity ratio
- d. Level of Service
- e. Δ denotes a project-induced increase in the Volume to Capacity ratio

TABLE 9-3
EXISTING + CUMULATIVE PROJECTS + PROJECT INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing + Cumulative Projects		Existing + Project + Cumulative Projects		Δ Delay ^c	Substantial Effect
			Delay ^a	LOS ^b	Delay	LOS		
1. Sweetwater Rd / Euclid Ave / I-805 SB Ramps	Signal	AM	33.2	C	34.8	C	1.6	No
		PM	48.1	D	48.8	D	0.7	No
2. Sweetwater Rd / I-805 NB Ramps	Signal	AM	18.6	B	18.9	B	0.3	No
		PM	35.0	C	36.6	C	1.6	No
3. Sweetwater Road / Driveway A	TWSC ^d	AM	0.0	A	13.9	B	13.9	No
		PM	0.0	A	18.6	C	18.6	No
4. Driveway B / Orange St	Signal	AM	0.0	A	9.2	A	9.2	No
		PM	0.0	A	9.2	A	9.2	No
5. Sweetwater Rd / Orange St	TWSC ^d	AM	13.4	B	23.7	C	10.3	No
		PM	13.9	B	41.5	E	28.6	Yes
6. Sweetwater Rd / Valley Rd	Signal	AM	26.3	C	28.4	C	2.1	No
		PM	41.1	D	52.1	D	11.0	No

Footnotes:

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service
- c. Δ denotes the increase in delay due to Project.
- d. Two-way stop control.

General Note:

DNE – Does Not Exist.

SIGNALIZED		UNSIGNALIZED	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

TABLE 9-4
EXISTING + PROJECT + CUMULATIVE PROJECTS SEGMENT OPERATIONS

Street Segment	Capacity (LOS E) ^a	Existing + Cumulative Projects			Existing + Project + Cumulative Projects			Δ V/C ^e	Substantial Effect
		ADT ^b	V/C ^c	LOS ^d	ADT	V/C	LOS		
Sweetwater Road									
Prospect Street to I-805 NB Ramps	40,000	24,350	0.609	C	24,550	0.614	C	0.005	No
I-805 NB Ramps to Valley Road	40,000	25,900	0.648	C	27,270	0.682	C	0.034	No
Valley Road to Stockman Street	50,000	17,060	0.427	B	17,650	0.441	B	0.015	No

Footnotes:

- a. Capacities based on National City Roadway Classification & LOS table (See Appendix C).
- b. Average Daily Traffic
- c. Volume to Capacity ratio
- d. Level of Service
- e. Δ denotes a project-induced increase in the Volume to Capacity ratio.
- f. The Project does not have a substantial effect though the segment is calculated to operate at LOS E without and with Project traffic since the increase in V/C is less than 0.02.

10.0 SIGNAL WARRANT ANALYSIS

Assumptions

The Sweetwater Road / Orange Street intersection is currently a three-leg intersection with no south leg as described below:

- **Southbound:** One shared left/ right lane
- **Westbound:** One through lane and one shared through / right-turn lane
- **Eastbound:** One left turn lane and two through lanes

The following assumptions are made in determining the conditions at the subject intersection:

- *Approach Lanes:*

Page 847 of the California Manual On Uniform Traffic Control Devices (MUTCD) 2014 Edition states “*for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left-turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles.*”

At this location, Orange Street is a two-lane road (one lane in each direction) with a shared left/right lane at the intersection and it is not considered to be possible for traffic to enter Sweetwater Road with “minimal conflict”. Hence, this approach will function and is analyzed as a one lane approach.

10.1 Peak Hour Signal Warrant

Methodology

In the *California MUTCD 2014 Edition, Chapter 4C – Section 4C.04 Warrant 3. Peak Hour* details the warrant is intended for when the minor street traffic suffers undue delay when entering or crossing the major street for a minimum of 1 hour of an average day. The need for a traffic control signal shall be considered if an engineering study finds that the criteria in either of the following two categories are met:

- A. If all of the three conditions exist for the same 1 hour (any four consecutive 15-minute periods) of an average day:
 1. The total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equals or exceeds: 4 Vehicles-hours for a one-lane approach; or 5 vehicle-hours for a two-lane approach, and
 2. The volume on the same-minor street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes, and
 3. The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches.
- B. The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume on the minor – street approach (one direction only) for 1 hour (or any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.

If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, Figure 4C-4 may be used in place of Figure 4C-3 to satisfy the criteria in the second category.

Calculations

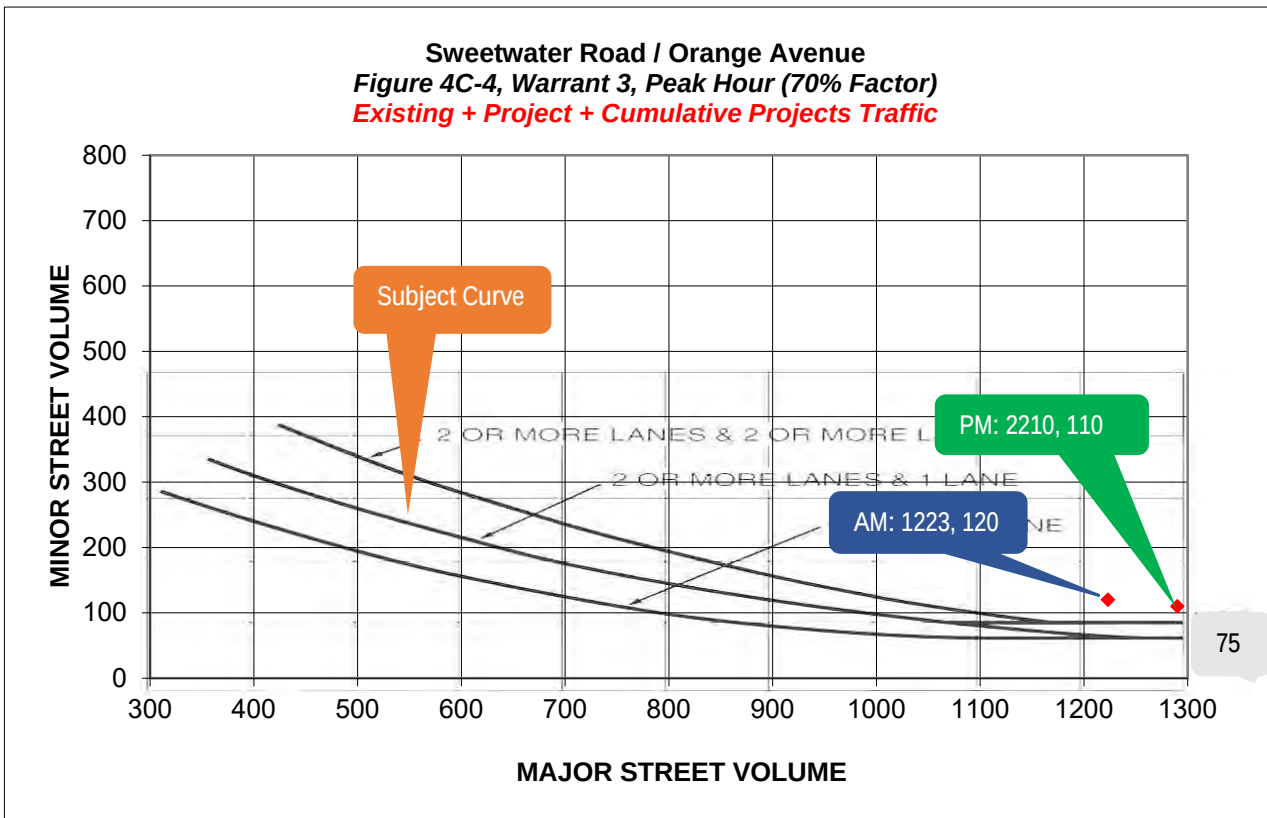
Existing + Cumulative Projects + Project peak hour intersection volumes were used to complete the traffic signal warrant analysis which is summarized in *Table 10–1*. Since only two of the three conditions of Part A are met, Part A is not satisfied. The posted speed limit on Sweetwater Road is 45 mph. Therefore, the 70% criterion applies for Part B. Hence, Figure 4C-4 is used in place of Figure 4C-3. The peak hour traffic volumes fall above the curve for the appropriate number of lanes when plotted on Figure 4C-4 of the California MUTCD. Since Part B is satisfied, Warrant 3 is met.

Based on the above, *Table 10–1* Warrant 3 is satisfied for the Existing + Cumulative Projects + Project Traffic condition.

TABLE 10-1
WARRANT 3: PEAK HOUR – OPENING YEAR WITH PROJECT

Warrant 3 – Peak Hour	<u>Part A</u> or <u>Part B</u> Satisfied	Yes ☒	No ☐
<u>Part A</u>	Satisfied	Yes ☐	No ☒
(All Parts 1, 2, and 3 below must be satisfied)			
1. The total delay experienced for traffic on one minor-street approach controlled by a STOP sign equal or exceeds four vehicle-hours for a one-lane approach and five vehicle-hours for a two-lane approach; <u>AND</u>		Yes ☐	No ☒
2. The volume on the same-minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>		Yes ☒	No ☐
	AM = 120; PM = 110. See Fig. 4C-4.		
3. The entering volume serviced during the hour equals or exceeds 800 vph for the intersections with four or more approaches or 650 vehicles per hour for intersections with three approaches.		Yes ☒	No ☐
	AM = 1,343; PM = 2,320. See Fig. 4C-4		
<u>Part B</u>	Satisfied	Yes ☒	No ☐

The plotted points for vehicles per hour on Major streets (both approaches) and the corresponding per hour higher volume vehicle minor street approach (one direction only) for one hour (any consecutive 15-minute period) fall above the applicable curves in MUTCD Figure 4C-3 or 4C-4.



10.2 Intersection Improvements

The intersection analysis provided in this study shows that the following intersection is calculated to operate at unacceptable LOS due to traffic generated from the Project:

- Intersection #5. Sweetwater Road / Orange Street (*Existing + Project & Existing + Project + Cumulative Projects*)

This intersection is currently unsignalized and therefore to improve operations a traffic signal would need to be installed. The existing lane geometry would remain the same, however the traffic signal should provide protected left turn phasing for all approaches. The traffic signal would provide LOS A operations under both scenarios outlined above.

Appendix I contains the Existing + Project and Existing + Project + Cumulative Projects Improvements Intersection Analysis worksheets.

Table 10–2 & 10–3 show the Existing + Project & Existing + Project + Cumulative Projects intersection operations for Sweetwater Road / Orange Street under the proposed improvement.

TABLE 10–2
EXISTING + PROJECT IMPROVEMENT INTERSECTION ANALYSIS

Intersection	Control Type	Peak Hour	Existing + Project		Existing + Project + Improvements	
			Delay ^a	LOS ^b	Delay	LOS
5. Sweetwater Rd / Orange St	TWSC ^c /Signal	AM	23.2	C	9.5	A
		PM	39.2	E	7.9	A

Footnotes:

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.
- c. Two Way Stop Control.

General Notes:

- *Italics* indicates intersection control type with improvements.

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

TABLE 10-3
EXISTING + PROJECT + CUMULATIVE PROJECTS IMPROVEMENT INTERSECTION ANALYSIS

Intersection	Control Type	Peak Hour	Existing + Project + Cumulative Projects		Existing + Project + Cumulative Projects + Improvements	
			Delay ^a	LOS ^b	Delay	LOS
5. Sweetwater Rd / Orange St	TWSC ^c /Signal	AM	23.7	C	9.5	A
		PM	42.5	E	8.0	A

Footnotes:

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.
- c. Two Way Stop Control.

General Notes:

- *Italics* indicates intersection control type with improvements.

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

11.0 SITE ACCESS, ON-SITE CIRCULATION / QUEUING AND PARKING

11.1 Vehicular Access

Vehicular access is proposed via one full access unsignalized driveway and an exit-only driveway (from the drive-through) on Sweetwater Road and another full access driveway on Orange Street.

Sweetwater Road currently has a two-way left-turn lane (TWLTL), which acts as a refuge area for entering and exiting vehicles allowing for vehicles to turn into and out of the site when there are gaps in only one direction of the through movement in the traffic stream. The exiting traffic in the drive-through lane was assigned to the full access driveway on Sweetwater Road for a conservative analysis.

Tables 9–1 and 9–3 show the driveway LOS for all scenarios. These tables show that under both “with Project” conditions, the minor-street movements operate at acceptable LOS C or better under either peak hour at the two full access driveways.

11.2 On-Site Queuing

In order to assess the potential queues that could result at the proposed gas station / drive-through restaurant and the car wash, queue counts were conducted on three days during the anticipated peak periods.

11.2.1 *Counts at an Existing Similar Gas Station / Drive-Through Restaurant*

Queue counts were conducted at a Gas Station / Drive-Through Restaurant facility similar to the one proposed at this site, located at 5494 Mission Center Road, San Diego. The facility is a Mobil Gas Station with a liquor/convenience store and a drive-through-only Starbucks. Queues for Starbucks were collected for 3 days from 7AM to 9AM and 4PM to 6PM with the queue noted every 5 minutes. The counts were conducted on the following days:

- Saturday (8/10/24)
- Wednesday (8/14/24)
- Thursday (8/15/24)

The maximum queue of 12 vehicles or 300 feet, assuming 25 feet per vehicle was observed on Thursday (8/15/24) at 7:50AM. The Project proposes queuing for 12 vehicles for the drive-through. Therefore, the proposed queueing storage is expected to be sufficient storage.

11.2.2 *Counts at an Existing Similar Gas Station / Car Wash*

Queue counts were conducted at a Car Wash facility, similar to the one proposed at the site, located at 1803 Highland Avenue in National City. The facility is a Gas Station with convenience store and a single Car Wash named “Highland Service”. Car wash queues were recorded for 3 days, including two weekdays and on Saturday. Queues were recorded every five (5) minutes between 8AM to 10AM and 4PM to 6PM on the weekend and between 12PM to 2PM and 4PM to 6PM on the weekdays. The queue observation periods were selected based on a combination of available traffic data and the

applicant's experience. Based on SANDAG data for a standalone car wash, the weekday AM peak activity is less than half that of the PM peak. Therefore, a mid-day period for the weekday was selected to ensure that the busiest times were captured in the observations.

The counts were conducted on the following days:

- Saturday (8/10/24)
- Wednesday (8/14/24)
- Thursday (8/15/24)

The maximum queue was observed on various days and times. The maximum queue was 3 vehicles or 75 feet, assuming 25 feet per vehicle. The Project car wash will provide queuing storage for at least 3 vehicles. Therefore, the proposed queueing storage is expected to be sufficient.

Table 11–1 includes a summary of the queue observations. **Appendix J** contains aerial views of the above-mentioned two locations where the queues were observed and the raw queue counts.

Based on the above discussions, it is concluded that sufficient storage is available at the site to accommodate anticipated queues.

TABLE 11-1
QUEUE OBSERVATIONS SUMMARY

Day	Time	Maximum Queue (cars)	Maximum Queue Length (feet) ^a
Starbucks Drive-Thru ^b – 5494 Mission Center Road, San Diego			
Saturday (8/10/24)	7AM – 9AM	4	100
	4PM – 6PM	2	50
Wednesday (8/14/24)	7AM – 9AM	11	275
	4PM – 6PM	2	50
Thursday (8/15/24)	7AM – 9AM	12	300
	4PM – 6PM	2	50
Car Wash – 1803 Highland Ave, National City			
Saturday (8/10/24)	8AM – 10 AM	3	75
	12 PM – 2PM	1	25
Wednesday (8/14/24)	12 PM – 2 PM	2	50
	4 PM – 6PM	1	25
Thursday (8/15/24)	12 PM – 2 PM	3	75
	4 PM – 6PM	3	75

General Note:

- a. Queue length calculated assuming 25 feet per vehicle.
- b. Starbucks is attached to a gas station and convenience store.

12.0 VEHICLE MILES TRAVELED (VMT) ASSESSMENT

12.1 Background

Vehicle Miles Traveled (VMT) is defined as the “amount and distance of automobile travel attributable to a project” per the California Environmental Quality Act (CEQA) Guidelines Section 15064.3. VMT and VMT/capita or VMT/employee are measures of the use and efficiency of the transportation network as well as land uses in a region. VMT is calculated based on individual vehicle trips generated and their associated trip lengths. VMT is estimated for a typical weekday for the purposes of measuring transportation impacts. For residential uses, the metric is resident VMT/resident.

12.2 Transportation Analyses

The potential transportation impacts of the proposed Project are based on VMT to satisfy the CEQA guidelines through Senate Bill 743 (SB 743). Public Resources Code section 20199, enacted pursuant to SB 743, identifies VMT as an appropriate metric for measuring transportation impacts along with the elimination of auto delay/Level of service (LOS) for CEQA purposes statewide. The justification for this paradigm shift is that auto delay/LOS impacts may lead to improvements that increase roadway capacity and therefore sometimes induce more traffic and greenhouse gas emissions. In contrast, constructing projects in VMT-efficient locations assists California in meeting greenhouse gas emissions targets. Therefore, consistent with SB 743 and CEQA Guidelines 15064.3, the CEQA significance determination for the Project is based only on VMT and not on LOS.

The City of National City utilizes the State of California Governor's Office of Planning and Research (OPR) “Technical Advisory on Evaluating Transportation Impacts in CEQA” and The Institute of Transportation Engineers (ITE) San Diego and Imperial County Sections "Guidelines for Transportation Impact Studies in the San Diego Region" for assessing potential CEQA transportation impacts due to VMT. According to these guidelines development projects that are either local serving or a small project generating less than 110 daily trips are presumed to have a less-than-significant impact on VMT, and therefore, "screen out" from needing to perform a VMT assessment.

Accordingly, retail projects in the City of National City that are locally serving may be presumed to cause a less than significant transportation impact. The project proposes the construction of a 12 Fueling Space Gasoline station with a 3,329 sf Retail Store and a Car Wash, a 1,207-sf fast food drive-through only restaurant and 5 apartments. Based on the screening criteria described above, the project is screened out of requiring a detailed VMT analysis based on meeting the criteria of being a Locally Serving Retail Project (i.e. less than 50,000 sf).

The residential portion of the Project is calculated to generate 30 daily trips. This is less than 110 trips and hence is assumed to cause a less-than-significant impact.

Therefore, based on the above discussions, the project is presumed to have a less than significant transportation VMT impact.

13.0 ACTIVE TRANSPORTATION

13.1 Pedestrian Mobility

Sweetwater Road provides 5-foot sidewalks on the north side of the road along the entire roadway. Sidewalks are not provided along the south side of Sweetwater Road between approximately 280 feet west of Euclid Avenue to Plaza Bonita Road (located east of Valley Road). Sidewalks are provided on the south side of Sweetwater Road outside of this segment.

Orange Street provides 5-foot sidewalks along both sides of the roadway. Additionally, there is a Pedestrian Hybrid Beacon Crosswalk signal (sometimes referred to as a HAWK signal) at the Sweetwater Road & Orange Street intersection that allows pedestrians to cross the east leg. This signal is inactive, and traffic is free to move as an unsignalized intersection *until* a pedestrian activates it by pressing the crosswalk button to cross. LLG field observations note that pedestrians get a Flash Don't Walk time of 22 seconds, while drivers experience about 33 seconds of red light.

13.2 Bicycle Mobility

Sweetwater Road provides Class IV Cycle Tracks between N 2nd Avenue and Plaza Bonita Road. One-way cycle tracks are present on both sides of the roadway between N 2nd Street and Orange Street. Two-way cycle tracks are present on the south side of the roadway between Orange Street and Plaza Bonita Road. Sweetwater Road provides Class II Bike Lanes on both sides of the roadway west of N 2nd Street and east of Plaza Bonita Road.

No bicycle facilities are provided on Orange Street.

No future bike facilities are planned in the Project vicinity.

13.3 Transit Mobility

The Metropolitan Transit System (MTS) operates within the study area. Bus routes 961 and 968 run along Sweetwater Road and Euclid Avenue. The nearest bus stops are located less than 500 feet away from the Project site, at the Sweetwater Road & Orange Street intersection and the Sweetwater Road and Olive Street intersection. These stops serve routes 961 and 968. Continuous sidewalk connectivity is available between the Project site and the nearest bus stops. The Project site is located 1 mile from the Plaza Bonita Transit Center to the east and 2.4 miles from the 24th Street Transit Center to the west. Below is a description of bus routes 961 and 968:

Route 961 runs between the 24th Street Transit Center and Encanto/62nd St. Trolley Station. There are thirty-four (34) stops along this route. Weekday service begins at 5:31 AM with 15-to-30-minute headways and ends at 10:45 PM. Saturday service begins at 6:22 AM with 30-minute headways and ends at 8:52 PM.

Route 968 runs between the 8th Street Transit Center and the Plaza Bonita Transit Center. There are twenty-three (23) stops along this route. Weekday service begins at 5:26 AM with 60-minute headways and ends at 8:36 PM. There is no weekend service.

Appendix K contains the bus route schedules and maps for the above two routes.

14.0 CONCLUSION

The project proposes the construction of a 6-pump (12 fueling positions) gas station with a 3,329 SF convenience store, an automatic car wash with vacuum, a 1,297 SF drive-through restaurant with no indoor seating and 5 apartment units.

14.1 CEQA Transportation Analysis of Vehicle Miles Traveled (VMT)

According to CEQA guidelines for assessing potential transportation impacts, since the Project consists of local serving retail less than 50,000 square feet in size and the residential portion of the Project is a small project generating less than 110 ADT, the Project is presumed to have a less-than-significant impact on VMT.

14.2 Local Transportation Analysis

Per the City's criteria for performing a local transportation analysis and the analysis methodology presented in this report, project related traffic is calculated to contribute to a substantial effect at the Sweetwater Road / Orange Street intersection. The intersection is calculated to operate at LOS E for minor street traffic during the PM peak hour with the addition of Project traffic.

A traffic signal is recommended to improve operations to an acceptable LOS and a signal at this location would be warranted as shown in *Section 10.1*. A traffic signal with protected left turn phasing would result in LOS A operations during AM/PM peak hours as provided in *Section 10.2*.

The Project is responsible for 69% (81 of 118) of PM peak hour trips on the critical minor street (Orange Street) approach in the Existing + Project + Cumulative Projects scenario. Therefore, the Project will provide a fair share contribution of 70% of the cost of removal of the existing HAWK and installation of a traffic signal at this intersection.

Queue storage provided for the drive-through restaurant and the car wash is adequate based on studies conducted at similar locations.

14.3 Summary

It is recommended that the Project provide the following improvements:

- Provide a fair share contribution of 70% to the cost of removing the existing HAWK system and installing a traffic signal at the Sweetwater Road / Orange Street intersection.
- Demo and reconstruct the Class IV Cycle Track along the Project frontage of Sweetwater Road to provide driveway access to the site.