



County of San Diego

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July 20, 2023

CEQA Initial Study - Environmental Checklist Form (Based on the State CEQA Guidelines, Appendix G)

1. Title; Project Number(s); Environmental Log Number:

Los Coches Plaza;
PDS2020-MUP-20-006; PDS2021-TPM-21293; PDS2020-ER-20-14-005
2. Lead agency name and address:
County of San Diego, Planning & Development Services (PDS)
5510 Overland Avenue, Suite 110
San Diego, CA 92123-1239
3.
 - a. Contact: Sean Oberbauer, Project Manager
 - b. Phone number: (619) 323-5287
 - c. E-mail: sean.oberbauer@sdcounty.ca.gov.
4. Project location:

8445 Los Coches Road, located north of Interstate 8, in the Lakeside Community Plan Area, in unincorporated San Diego County.
APN: 400-381-02-00
5. Project Applicant name and address:

OnPoint Development (Attn: Todd Dwyer and Chad Williams), 7514 Girard Street,
#1515 La Jolla, CA 92037
Net Lease Alliance (Attn: Chad Williams), 105 Tallapoosa Street, Suite 307,
Montgomery, AL 36104

6. General Plan

Community Plan:	Lakeside
Regional Category:	Village
Land Use Designation:	General Commercial (C-1)
Density:	See Zoning
Floor Area Ratio (FAR)	0.70

7. Zoning

Use Regulation:	General Commercial (C36)
Animal Regulations:	Q
Density:	7.26
Lot Size:	6,000 square feet
Building Type:	T
Max. Floor Area:	-
Floor Area Ratio (FAR)	-
Height:	G (35-feet, 2-stories)
Lot Coverage:	-
Setback:	O
Open Space:	-
Special Area Regulation:	B

8. Description of project:

The site is located at 8445 Los Coches Road north of the intersection of Los Coches Road and Interstate 8 off-ramp in the Lakeside Community Plan area, within the unincorporated County of San Diego. The site is subject to the Village General Plan Regional Category and the General Commercial (C-1) Land Use Designation. The Zoning Use Regulation of the site is General Commercial (C36). The site is developed with an existing gas station and convenience store which will be retained.

The project consists of a Major Use Permit and a Tentative Parcel Map to construct a commercial center and subdivide an approximately 2.89-acre parcel on four parcels. An approximately 2,660 square foot fast foot drive-thru restaurant, a 7,385 square foot automotive parts sales business, and a car wash would be constructed on three of the parcels. The existing gas station would be retained on the fourth parcel. The four proposed parcels range in size from 0.45 net acres to 0.94 net acres. All proposed uses are permitted within the General Commercial (C36) Use Regulation except for a car wash which requires approval of a Major Use Permit. The Project also includes commercial signage such as repurposing an existing sign as well as landscaping throughout the development.

Project construction activities would include excavation, grading, road improvements, and building construction. Earthwork consists of approximately 4,000 cubic yards of cut, 15,504 cubic yards of fill, and 11,405 cubic yards of import. The Project includes several retaining walls located along the northern and eastern boundaries ranging from 10 to 27-foot tall due to the existing property elevation compared to adjacent property. Additional retaining walls are located along the project frontage as well as within the interior of the development ranging from five to 11-foot tall.

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The Project includes the following improvements adjacent to the project frontage along Los Coches Road:

- Installation of a Metropolitan Transit System Bus Stop along the south-bound portion of Los Coches Road
- Installation of a signalized intersection at the intersection of Ora Belle Lane, Los Coches Road, and the proposed Project access
 - A median on the northbound and southbound portions of Los Coches Road will be constructed to accommodate turn lanes at the traffic signal intersection
- Curb, gutter, and sidewalk along the project frontage of Los Coches Road
- Restriping of Los Coches Road to accommodate the proposed traffic signal and transitions
- Construction of a utility structure and utility driveway for Padre Dam Municipal Water District and Helix Water District located along Los Coches Road

Access would be provided by Los Coches Road including a signalized intersection at Ora Belle Lane as well as two existing driveways connecting to Los Coches Road adjacent to the existing gas station. The four commercial lots will be connected by an on-site parking lot with shared access easements and shared parking agreements. 40 parking stalls would be shared among the car wash, drive-thru restaurant, and automotive parts store while 18 parking stalls would serve the existing gas station. The car wash would have 28 vacuum stalls.

The Project would be served by San Diego County Sanitation District for sewer service and Helix Water District for water service. A utility driveway to provide access to the Helix Water District and Padre Municipal Water District utility structure will be located directly north of the intersection of Ora Belle Lane, Los Coches Road, and the main project access.

9. Surrounding land uses and setting (Briefly describe the project's surroundings):

The Project is located northeast of Interstate 8 at 8445 Los Coches Road in the Lakeside Community Planning Area. The project is surrounded by residential uses as well as highways and roads. A condominium development is located directly adjacent to the Project site along the northern and eastern boundaries. The existing gas station and commercial pads are located approximately 20 to 40 feet higher than the adjacent residences. The existing gas station and pads for the site were constructed in the late 1960s while Interstate 8 was widened to include additional off-ramps. Los Coches Road is located along the entire western boundary of the Project Site. A commercial portion of the East County Square development is located southeast of the Project site across Interstate 8. The commercial portion of East County Square includes commercial uses such as a coffee shop, car wash, fast food restaurants and large general stores. An apartment complex as well as single-family residences are located across Los Coches Road to the west of the site.

10. Other permits and public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

Permit Type/Action	Agency
Air Quality Permit to Construct	Air Pollution Control District (APCD)
County Right-of-Way Permits Construction Permit Excavation Permit Encroachment Permit	County of San Diego
Fire District Approval	Lakeside Fire Protection District
General Construction Stormwater Permit	Regional Water Quality Control Board
Grading Permit	County of San Diego
Improvement Plans including Traffic Signal	County of San Diego
Landscape Plans	County of San Diego
Sewer District Approval	San Diego County Sanitation District
Major Use Permit	County of San Diego
Tentative Parcel Map	County of San Diego
Utility Easement Vacation/Re-Dedication	Helix Water District / Padre Dam Municipal Water District
Water District Approval	Helix Water District / Padre Dam Municipal Water District
Encroachment Permit	California Department of Transportation (Caltrans)

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code §21080.3.1? If so, has consultation begun?

YES

NO

Tribal Consultation was conducted between February 2022 to June 2023 and all consulting tribes have concluded consultation prior to public review of the Mitigated Negative Declaration.

Note: Conducting consultation early in the California Environmental Quality Act (CEQA) process allows tribal governments, public lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and to reduce the potential for delay and conflict in the environmental review process (see Public Resources Code §21083.3.2). Information is also available from the Native American Heritage Commission’s Sacred Lands File per Public Resources Code §5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code §21082.3(e) contains provisions specific to confidentiality.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: The environmental factors checked below would be potentially affected by this project and involve at least one impact that is a "Potentially Significant Impact" or a "Less Than Significant With Mitigation Incorporated," as indicated by the checklist on the following pages.

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology & Soils
- Greenhouse Gas Emissions
- Hazards & Hazardous Materials
- Hydrology & Water Quality
- Land Use & Planning
- Mineral Resources
- Noise
- Population & Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities & Service Systems
- Wildfire
- Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- On the basis of this Initial Study, PDS finds that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- On the basis of this Initial Study, PDS finds that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- On the basis of this Initial Study, PDS finds that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Signature	July 20, 2023
Sean Oberbauer	Date
Printed Name	Land Use/Environmental Planner III
	Title

INSTRUCTIONS ON EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, Less Than Significant With Mitigation Incorporated, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are “Less Than Significant With Mitigation Incorporated,” describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance

I. AESTHETICS.

Except as provided in Public Resources Code §21099.

a) Would the project have a substantial adverse effect on a scenic vista?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

A vista is a view from a particular location or composite views along a roadway or trail. Scenic vistas often refer to views of natural lands, but may also be compositions of natural and developed areas, or even entirely of developed and unnatural areas, such as a scenic vista of a rural town and surrounding agricultural lands. What is scenic to one person may not be scenic to another, so the assessment of what constitutes a scenic vista must consider the perceptions of a variety of viewer groups.

The items that can be seen within a vista are visual resources. Adverse impacts to individual visual resources or the addition of structures or developed areas may or may not adversely affect the vista. Determining the level of impact to a scenic vista requires analyzing the changes to the vista as a whole and also to individual visual resources.

Less Than Significant With Mitigation Incorporated: Based on a site visit completed by County staff as well as photo-simulations prepared Development Design Services & GraphicAccess Inc. dated September 2022 prepared for the proposed Project, the proposed Project is not located near or within the viewshed of a scenic vista. The primary surrounding area is developed and urbanized. Although the site sits higher in elevation compared to the adjacent residences, the site is level or lower than adjacent public roads. Los Coches road gradually rises in elevation from north to south and has slopes with residences located west of the road. The site does not consist of natural lands or views of natural lands. The site is screened from the majority of views of natural lands due to intervening topography and locations of roads in relation to the Project site. The site is visible from a portion of Interstate 8 that is a Scenic Highway identified in the County of San Diego General Plan. The site is lower than Interstate 8 See responses (b) and (c) for analysis related to potential impacts to views along a Scenic Highway.

The Project would not result in cumulative impacts on a scenic vista because the proposed Project viewshed in addition to past, present and future projects within the vicinity were evaluated to determine their cumulative effects. The Project is also not visible from a scenic viewshed. Refer to Section XXI. *Mandatory Findings of Significance* for a list of the cumulative projects considered. The majority of projects within the viewshed of the Project Vicinity, Therefore, the Project would not have a cumulatively considerable impact in combination with projects in the vicinity for a scenic vista.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

State scenic highways refer to those highways that are officially designated by the California Department of Transportation (Caltrans) as scenic ([Caltrans - California Scenic Highway Program](#)). Generally, the area defined within a State scenic highway is the land adjacent to and visible from the vehicular right-of-way. The dimension of a scenic highway is usually identified using a motorist’s line of vision, but a reasonable boundary is selected when the view extends to the distant horizon. The scenic highway corridor extends to the visual limits of the landscape abutting the scenic highway.

Less than Significant Impact: There are no State scenic highways within the Project viewshed. However, the project is visible from a portion of Interstate 8 which is identified as a scenic highway in the County of San Diego General Plan. The Project Site is visible from Interstate 8 as detailed in the photo-simulations dated September 2022 prepared for the Project. See response (a) and (c) for additional analysis related to impacts to views and scenic highways. Therefore, the Project would have a less than significant impact to State scenic highways or County scenic routes and no potential to contribute to any cumulative impact.

- c) In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

- | | |
|--|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input checked="" type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant Impact: The Project site and much of the immediately surrounding area of Lakeside is classified as urbanized. However, the project site is directly adjacent to Interstate-8, a scenic highway in the County of San Diego General Plan. In addition, the project proposes retaining walls that reach a maximum height of approximately 27-feet tall. Lastly, the project site is subject to a “B” Special Area designator which requires community design review based on applicable regulations associated with the community of Lakeside in accordance with the Zoning Use Regulation of the site. See Section Land Use & Planning for analysis associated with the Project’s consistency with the General Plan and Lakeside Community Plan.

Motorists utilizing Interstate 8 will have limited views of the Project due to intervening topography and the elevation of the property in relation to Interstate 8. Based on a site visit by County staff as well as depicted in photo-simulations dated September 2022, the Project site is only visible in minimal locations of Interstate 8. The existing sign identifying the project site is the main feature of the project visible from public views along Interstate 8. The existing gas station has been on the Project site since the late 1960s. As detailed in the photo-simulations, the combination of landscaping and earth-tone colors of retaining walls associated with the Project will integrate the Project into existing views from Interstate 8.

A conceptual landscape plan prepared by EGLA Landscape Architecture dated September 2022 includes proposed landscaping in order to screen the proposed Project and retaining walls. The project is conditioned to maintain the retaining walls and remove graffiti in the event that they are painted. As depicted in the photo-simulations dated September 2022, the retaining walls will

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be screened by the proposed landscaping. The project landscape conditions include minimum box sizes of planters for trees of the site in order to ensure that the retaining walls and Project are screened from public views. The retaining walls will be earth-tone colors. The project has been designed based on existing topographical conditions as the existing gas station and project site are located over 20 to 40 feet higher than adjacent residences. Therefore, implementation of landscaping and ongoing maintenance of the proposed retaining walls will ensure that the project site is screened and will not impact the existing visual character or quality of public views of the site.

A list of past, present, and future projects within that viewshed were evaluated. Refer to Section XXI. *Mandatory Findings of Significance* for a list of the projects considered. Of those projects listed in Section XXI, East County Square is located within the viewshed surrounding the Project and does not contribute to a cumulative impact for the following reasons: the East County Square development was approved in the mid-1990s and is located on the other side of Interstate 8, south of the Project site. Therefore, the Project would not result in direct or cumulative impacts on visual character or quality onsite or in the surrounding area.

d) Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant Impact: The proposed Project would use outdoor lighting and is located within Zone B as identified by the San Diego County Light Pollution Code. The Project would not adversely affect nighttime views or astronomical observations, because the Project would conform to the Light Pollution Code (County Code Section 51.201-51.209), including the Zone B lamp type and shielding requirements per fixture and hours of operation limitations for outdoor lighting and searchlights. The project is also subject to the performance standards of the Zoning Ordinance outlined in Section 6300 et seq. which requires lighting to be fully shielded and prevent light pollution onto adjacent properties.

The Project site contains an existing solar panel array near the gas station which will be retained. No new construction is proposed on the solar panel array and the existing solar panels are required to be non-reflective materials. All other potential sources of glare associated with the project will be minimal in nature including windows on commercial buildings which are of comparable size to windows on residences and commercial buildings within the Project vicinity.

The Project would not contribute to significant cumulative impacts on day or nighttime views because the Project would conform to the Light Pollution Code. The Light Pollution Code and Dark Skies Ordinance was developed by the San Diego County PDS and Department of Public Works in cooperation with lighting engineers, astronomers, land use planners from San Diego Gas and Electric, Palomar and Mount Laguna observatories, and local community planning and sponsor groups to effectively address and minimize the impact of new sources of light pollution on nighttime views. The standards associated with the Light Pollution Code are the result of this collaborative effort and establish an acceptable level for new lighting. Compliance with the Light Pollution Code and Dark Skies Ordinance is required prior to issuance of any building permit for any project. Mandatory compliance for all new building permits ensures that this Project in

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combination with all past, present, and future projects would not contribute to a cumulatively considerable impact. Therefore, compliance with the Light Pollution Code, Dark Skies Ordinance, and Performance Standards of the Zoning Ordinance ensures that the Project would not create a significant new source of substantial light or glare, which would adversely affect daytime or nighttime views in the area, on a project or cumulative level.

Therefore, compliance with the Light Pollution Code, Dark Skies Ordinance, and Performance Standards of the Zoning Ordinance would ensure that the Project would not create a significant new source of substantial light or glare.

II. AGRICULTURE AND FORESTRY RESOURCES.

a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide or local Importance (Important Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, or other agricultural resources, to non-agricultural use?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

No Impact: The Project site does not contain any agricultural resources, lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, no agricultural resources including Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance would be converted to a non-agricultural use.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

No Impact: The Project site is General Commercial (C36) which is not an agricultural zone. Additionally, the Project site’s land is not under a Williamson Act Contract. Therefore, the Project does not conflict with existing zoning for agricultural use, or a Williamson Act Contract.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), or timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

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No Impact: The Project site, including offsite improvements, does not contain forest lands or timberland. The County of San Diego does not have any existing Timberland Production Zones. Therefore, Project implementation would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland production zones.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

No Impact: The Project site including any offsite improvements do not contain any forest lands as defined in Public Resources Code § 12220(g); therefore, Project implementation would not result in the loss or conversion of forest land to a non-forest use. In addition, the Project is not located in the vicinity of offsite forest resources.

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Important Farmland or other agricultural resources, to non-agricultural use or conversion of forest land to non-forest use?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

No Impact: The Project site and surrounding area within a radius of 0.25-mile does not contain any active agricultural operations or lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. The project site contains an existing commercial use as a gas station and there are no agricultural uses located adjacent to the site. Therefore, no Prime Farmland, Unique Farmland, Farmland of Statewide or Local Importance, or active agricultural operations would be converted to a non-agricultural use by the proposed Project.

III. AIR QUALITY.

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

a) Would the project conflict with or obstruct implementation of the San Diego Regional Air Quality Strategy (RAQS) or applicable portions of the State Implementation Plan (SIP)?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

The regional air quality standards (RAQS) and State Implementation Plan (SIP) rely on the San Diego Association of Government’s (SANDAG’s) growth projections, which are developed based on proposed buildout of land uses identified in the County’s General Plan. Because the RAQS and SIP project future air quality conditions based on growth projections assuming buildout of

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the County’s General Plan, it is assumed that a project that generates fewer emissions than what is allowable under its existing General Plan designation would also comply with the RAQS and SIP. According to the 2016 RAQS, mobile sources are the largest contributor to air quality emissions, specifically emissions generated from operations of typical residential and commercial developments, and therefore, can be used to define project intensity (i.e., less mobile emissions results in less land use intensity). The Project is subject to the General Commercial (C-1) General Plan Designation as well as the General Commercial (C36) Zoning Use Regulation. All proposed uses are permitted by-right within the General Commercial Zone except for a car wash which requires the processing of a Major Use Permit. Additionally, the project is subject to a “B” Special Area Designator for Community Design Review which requires conformance with the Lakeside Community Plan and Design Guidelines. The Project has been reviewed for consistency with the General Plan and the Lakeside Community Plan. See Land Use & Planning for specific policies that the Project complies with. In addition, the construction and operational emissions from the Project are anticipated to be below established screening-level thresholds (SLTs), as addressed under Section III(b), and would not violate any ambient air quality standards.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant Impact: San Diego County is presently in non-attainment for the 8-hour concentrations for Ozone (O₃) under the California Ambient Air Quality Standard (CAAQS) and National Ambient Air Quality Standard (NAAQS). San Diego County is also in non-attainment for 1-hour concentrations for O₃ under the CAAQS. O₃ is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO_x) react in the presence of sunlight. VOC sources include any source that burns fuels (e.g., gasoline, natural gas, wood, oil); solvents; petroleum processing and storage; and pesticides. Additionally, San Diego County is presently in non-attainment for the annual geometric mean and for the 24-hour concentrations of Particulate Matter (PM) less than or equal to 10 microns (PM₁₀) and PM less than or equal to 2.5 microns (PM_{2.5}) under the CAAQS. Sources of PM₁₀ and PM_{2.5} in both urban and rural areas include motor vehicles, wood burning stoves and fireplaces, dust from construction, landfills, agriculture, wildfires, brush/waste burning, and industrial sources of windblown dust from open lands.

Air quality emissions associated with the Project include emissions from both construction and operation of the Project.

The County has identified SLTs which incorporate the San Diego Air Pollution Control District’s (SDAPCD’s) established air quality impact analysis trigger levels for all new source review in SDAPCD Rule 20.2 and Rule 20.3. These SLTs identified in the County Guidelines can be used as numeric methods to demonstrate that a project’s total emissions (e.g., stationary, fugitive dust, and mobile emissions) would not result in a significant impact to air quality (see Table 1 below). SLTs for VOCs are based on the threshold of significance for VOCs from the South Coast Air Quality Management District (SCAQMD) for the Coachella Valley (which is more

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appropriate for the San Diego Air Basin). The County's SLTs were developed in support of State and federal ambient air quality standards that are protective of human health.

Table 1. San Diego County Screening-Level Thresholds for Air Quality Impact Analysis

Pollutant	Total Emissions		
	Lbs. per Hour	Lbs. per Day	Tons per Year
Respirable Particulate Matter (PM ₁₀)	---	100	15
Fine Particulate Matter (PM _{2.5})	--- *	55	10*
Nitrogen Oxides (NO _x)	25	250	40
Sulfur Oxides (SO _x)	25	250	40
Carbon Monoxide (CO)	100	550	100
Lead	---	3.2	0.6
Volatile Organic Compounds (VOCs)	---	75**	13.7***

Notes: * USEPA "Proposed Rule to Implement the Fine Particle National Ambient Air Quality Standards" published September 8, 2005. Also used by the SCAQMD.

** Threshold for VOCs based on the threshold of significance for VOCs from the SCAQMD for the Coachella Valley.

*** 13.7 Tons Per Year threshold based on 75 lbs/day multiplied by 365 days/year and divided by 2,000 lbs/ton.

Construction activities would result in temporary increases in air pollutant emissions. These emissions would be generated as fugitive dust emissions during grading activities and exhaust emissions from operation of heavy equipment and vehicles during construction. Paving activities would emit VOCs during off-gassing. The Project is conditioned to implement fugitive dust reducing design features such as having an on-site water truck. The daily maximum air pollutant emissions associated with construction of the Project were modeled using CalEEMod as detailed in Air Quality Technical Report prepared by Harris & Associated dated June 2023. All criteria pollutants are estimated to be below screening thresholds as detailed in Table 6 of the report.

Project operation emissions were also modeled using CalEEMod. The primary sources of emissions would be from space and water heating, fuel combustion emissions from landscape maintenance equipment, emissions from periodic repainting, and natural gas use. Project operational emissions were modeled to be below screening thresholds as detailed in Table 7 of the Air Quality Technical Report. Table 2 below outlines the screening level thresholds for operational air emissions.

Table 2. Estimated Project Operational Air Emissions

Pollutant	Screening-Level Thresholds (Lbs. per Day)
Respirable Particulate Matter (PM ₁₀)	100
Fine Particulate Matter (PM _{2.5})	55
Nitrogen Oxides (NO _x)	250
Sulfur Oxides (SO _x)	250
Carbon Monoxide (CO)	550
Volatile Organic Compounds (VOCs)	75

Note: CalEEMod does not report on lead emissions and therefore, it is not included in this analysis. The Project no longer includes natural-gas hearths and, therefore, the emissions included in Table 3 represent a conservative analysis (i.e., are higher than what the Project will emit).

Cumulative impacts could occur if the most intensive phases of construction for the proposed Project occur simultaneously with intensive phases of other construction projects in close proximity. The most intensive construction phase for the Project and for typical developments occurs during earthwork and grading activities. During these phases, the primary criteria air pollutant of concern would be PM₁₀. The Project's estimated emissions of criteria air pollutants, specifically PM₁₀, were estimated to be 40 lb/day during blasting, which is under the County's SLTs of 100 lb/day during construction activities. In addition, due to the highly dispersive nature of PM, a cumulative impact during construction activities would only occur if a project adjacent to the proposed Project undergoes simultaneous grading/earthwork activities and emits significantly greater PM₁₀ emissions than the Project. There are no known projects in the immediate project vicinity that are anticipated to grade at the same time as the subject project that would result in potential cumulative impacts. Because all projects developed within the County would be required to comply with the County Grading Ordinance and SDAPCD Rule 55, this scenario is not anticipated to occur.

c) Expose sensitive receptors to substantial pollutant concentrations?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant Impact: The nearest sensitive receptors to the Project site are residences located adjacent to the Project site. The Project would generate construction emissions in the vicinity of sensitive receptors.

Diesel PM (DPM) is the primary toxic air contaminant (TAC) of concern and is generated from fuel consumption in heavy construction equipment. The Project does not consist of any new uses which would require preparation of a health risk assessment. The Project site contains an existing gas station that would be retained. Compliance with the County's Grading Ordinance, SDAPCD Rule 55, and the use of fugitive dust control measures would ensure that the Project does not expose sensitive receptors to substantial pollutant concentrations.

As discussed in Section III(b), the proposed Project would not result in construction or operational emissions that would exceed the County's SLTs for health risk. Thus, neither construction nor operation of the Project would expose sensitive receptors to an incremental health risk.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant Impact: The Project could produce objectionable odors during the construction phases of paving and painting activities. Exhaust from construction equipment may also generate odors. However, as detailed in the Air Quality Assessment, the dispersive nature of odors and short-term, temporary nature of these activities, these impacts would be fairly short-

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lived and would not cause objectionable odors affecting a substantial number of people. Furthermore, the Project would be subject to SDAPCD Rule 51, Nuisance Rule, which prohibits emissions of any material that causes nuisance to a considerable number of persons or endangers the comfort, health, or safety of any person. Operations of the project could produce similar objectionable odors associated with exhaust from vehicles and gasoline from an existing gas station. The gas station is proposed to be retained. The gas station underground storage tanks are required to be maintained. The Air Quality Technical Report prepared for the Project has found that all potential objectionable odors and particulate would be below screening level thresholds. Additionally, cooking food from the proposed fast-food restaurant could produce odors. However, CARB does not list food processing equipment as facilities that would potentially emit substantial odors. Therefore, Project would not create objectionable odors affecting a substantial number of people during construction or operation.

IV. BIOLOGICAL RESOURCES.

- a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, or CDFW, or U.S. Fish and Wildlife Service?

- | | |
|--|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input checked="" type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less than Significant with Mitigation Incorporated: Based on an analysis of the County’s Geographic Information System (GIS) records, the County’s Comprehensive Matrix of Sensitive Species, and a Biological Resource Letter Report dated November 2021, prepared by Harris & Associates, it has been determined that the site supports coastal sage scrub habitat. No special status plant species were observed on the project site. Special status wildlife species observed on the project site include Cooper’s hawk (*Accipiter cooperi*), monarch butterfly (*Danaus plexippus*), red-shouldered hawk (*Buteo lineatus*), and turkey vulture (*Cathartes aura*). Impacts to these special status wildlife species would be mitigated through the offsite purchase of habitat credits within a County-approved mitigation bank and preconstruction nesting bird surveys between January 15 and August 31. Therefore, impacts are considered less than significant with the incorporation of mitigation.

- b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?

- | | |
|--|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input checked="" type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less than Significant with Mitigation Incorporated: Based on an analysis of the County’s Geographic Information System (GIS) records, the County’s Comprehensive Matrix of Sensitive Species, and a Biological Resource Letter Report dated November 2021, prepared by Harris & Associates, it has been determined that the site supports coastal sage scrub habitat. The project

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proposes impacts to 1.69 acres of coastal sage scrub habitat, which includes 0.62 acres considered impact neutral. The project will mitigate for impacts to 1.07 acres of coastal sage scrub habitat at a 1:1 ratio through the offsite purchase of habitat credit at a County approved mitigation bank. Therefore, project impacts to any riparian habitat or sensitive natural community identified in the County of San Diego Multiple Species Conservation Program, County of San Diego Resource Protection Ordinance, Natural Community Conservation Plan, Fish and Wildlife Code, Endangered Species Act, Clean Water Act, or any other local or regional plans, policies, or regulations, are considered less than significant with the incorporation of mitigation.

Mitigation for the impact to these habitats is in conformance with the BMO, the implementing ordinance for the County’s MSCP. The impact are and mitigation is outlined in Table 1 below.

Table 1. Impacts to Habitat and Required Mitigation

Habitat Type	Tier Level	Existing On-site (ac.)	Proposed Impacts (ac.)	Mitigation Ratio	Required Mitigation
Diegan Coastal Sage Scrub	II	1.69	1.07	1:1	1.07
Eucalyptus Woodland	IV	0.11	0.11	--	--
Developed Habitat	IV	0.71	0.71	--	--
Disturbed Habitat	IV	0.36	0.36	--	--
Total:	--	2.88	2.25	--	1.07

c) Would the project have a substantial adverse effect on state or federally protected wetlands defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

- Potentially Significant Impact
- Less Than Significant With Mitigation
- Incorporated
- Less than Significant Impact
- No Impact

Less Than Significant Impact: Based on an analysis of the County’s Geographic Information System (GIS) records, the County’s Comprehensive Matrix of Sensitive Species, and a Biological Resource Letter Report dated November 2021, prepared by Harris & Associates, it has been determined that 0.004 acres of a non-vegetated concrete-lined channel occurs in the southeastern portion of the project site. However, the project proposes completed avoidance of this resource and will implement avoidance measures to prevent potential impacts. These avoidance measures include the placement of fencing and/or signage along the edge of the limits of grading. Therefore, impacts are considered less than significant and the Project would not impact state or federally protected wetlands and thus, would not contribute to a cumulative impact for such habitats.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

- Potentially Significant Impact
- Less than Significant Impact

- Less Than Significant With Mitigation Incorporated
- No Impact

Less than Significant Impact: Based on an analysis of the County's Geographic Information System (GIS) records, the County's Comprehensive Matrix of Sensitive Species, and a Biological Resource Letter Report dated November 2021, prepared by Harris & Associates, it has been determined that the site has limited biological value and impedance of the movement of any native resident or migratory fish or wildlife species, the use of an established native resident or migratory wildlife corridors, and the use of native wildlife nursery sites would not be expected as a result of the proposed project. This is due to the project site being surrounded on all sides by residential, commercial, and transportation development. The project site consists of an existing gas station with a convenience store on a site that has previously been graded located directly adjacent to Interstate 8.

- e) Would the project conflict with the provisions of any adopted Habitat Conservation Plan, Natural Communities Conservation Plan, other approved local, regional or state habitat conservation plan or any other local policies or ordinances that protect biological resources?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Less Than Significant Impact With Mitigation Incorporated: The project is located within the adopted South County Multiple Species Conservation Program (MSCP) Subarea. MSCP Findings dated June 6, 2023 have been prepared in order to find the project in conformance with the adopted MSCP subarea. for further information on consistency with any adopted Habitat Conservation Plan, Natural Communities Conservation Plan, other approved local, regional or state habitat conservation plan, including, Habitat Management Plans (HMP), Special Area Management Plans (SAMP), or any other local policies or ordinances that protect biological resources including the Multiple Species Conservation Program (MSCP), Biological Mitigation Ordinance, Resource Protection Ordinance (RPO), Habitat Loss Permit (HLP). For direct impacts involving purchase of off-site mitigation and indirect impacts including avoidance of on-site resources through application of temporary fencing, please refer to responses in Section (b) and (c).

V. CULTURAL RESOURCES.

- a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to 15064.5?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

No Impact: Based on an analysis of records and a survey of the property by a County of San Diego approved archaeologist, Shelby Castells, it has been determined that there are no impacts to historical resources because they do not occur within the project site. The results of the survey are provided in a cultural resources report titled, Negative Cultural Resources

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?

- | | |
|--|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input checked="" type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less than Significant Impact With Mitigation Incorporated: Based on an analysis of records and a survey of the property by a County of San Diego approved archaeologist, Shelby Castells, it has been determined that the project site does not contain any archaeological resources. The results of the survey are provided in a cultural survey report titled, Negative Cultural Resources Survey Report – Los Coches Commercial Development Project (February 2020), prepared by Shelby Castells. Although no resources were identified on site, there are resources in the area. As such, there is the potential for previously unidentified resources that may be present subsurface. Therefore, an Archaeological and Tribal Monitoring Program will be made a condition of the project.

Archaeological Monitoring Program (include in responses above, as appropriate).

- Pre-Construction
 - Contract with a County approved archaeologist to perform archaeological monitoring and a potential data recovery program during all earth-disturbing activities. The Project Archaeologist shall perform the monitoring duties before, during and after construction.
 - Pre-construction meeting to be attended by the Project Archaeologist and Kumeyaay Native American monitor to explain the monitoring requirements.
- Construction
 - Monitoring. Both the Project Archaeologist and Kumeyaay Native American monitor are to be onsite during earth disturbing activities. The frequency and location of monitoring of native soils will be determined by the Project Archaeologist in consultation with the Kumeyaay Native American monitor. Both the Project Archaeologist and Kumeyaay Native American monitor will evaluate fill soils to ensure that they are negative for cultural resources
 - If cultural resources are identified:
 - Both the Project Archaeologist and Kumeyaay Native American monitor have the authority to divert or temporarily halt ground disturbance operations in the area of the discovery.
 - The Project Archaeologist shall contact the County Archaeologist at the time of discovery.
 - The Project Archaeologist in consultation with the County Archaeologist and Kumeyaay Native American shall determine the significance of discovered resources.
 - Construction activities will be allowed to resume after the County Archaeologist has concurred with the significance evaluation.

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- Isolates and non-significant deposits shall be minimally documented in the field. Should the isolates and non-significant deposits not be collected by the Project Archaeologist, the Kumeyaay Native American monitor may collect the cultural material for transfer to a Tribal curation facility or repatriation program.
- If cultural resources are determined to be significant, a Research Design and Data Recovery Program shall be prepared by the Project Archaeologist in consultation with the Kumeyaay Native American monitor and approved by the County Archaeologist. The program shall include reasonable efforts to preserve (avoid) unique cultural resources of Sacred Sites; the capping of identified Sacred Sites or unique cultural resources and placement of development over the cap if avoidance is infeasible; and data recovery for non-unique cultural resources. The preferred option is preservation (avoidance).
- Human Remains.
 - The Property Owner or their representative shall contact the County Coroner and the PDS Staff Archaeologist.
 - Upon identification of human remains, no further disturbance shall occur in the area of the find until the County Coroner has made the necessary findings as to origin. If the human remains are to be taken offsite for evaluation, they shall be accompanied by the Kumeyaay Native American monitor.
 - If the remains are determined to be of Native American origin, the Most Likely Descendant (MLD), as identified by the Native American Heritage Commission (NAHC), shall be contacted by the Property Owner or their representative in order to determine proper treatment and disposition of the remains.
 - The immediate vicinity where the Native American human remains are located is not to be damaged or disturbed by further development activity until consultation with the MLD regarding their recommendations as required by Public Resources Code Section 5097.98 has been conducted.
 - Public Resources Code §5097.98, CEQA §15064.5 and Health & Safety Code §7050.5 shall be followed in the event that human remains are discovered.
- Rough Grading
 - Monitoring Report. Upon completion of Rough Grading, a monitoring report shall be prepared identifying whether resources were encountered. A copy of the monitoring report shall be provided to the South Coastal Information Center and any culturally-affiliated tribe who requests a copy.
- Final Grading
 - Final Report. A final report shall be prepared substantiating that earth-disturbing activities are completed and whether cultural resources were encountered. A copy of the final report shall be submitted to the South Coastal Information Center, and any culturally-affiliated tribe who requests a copy.
- Cultural Material Conveyance
 - The final report shall include evidence that all prehistoric materials have been curated at a San Diego curation facility or Tribal curation facility that meets federal standards per 36 CFR Part 79, or alternatively have been repatriated to a culturally affiliated tribe.

- The final report shall include evidence that all historic materials have been curated at a San Diego curation facility that meets federal standards per 36 CFR Part 79.

c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

No Impact: Based on an analysis of records and a survey of the property by a County of San Diego approved archaeologist, Shelby Castels, it has been determined that the project will not disturb any human remains because the project site does not include a formal cemetery or any archaeological resources that might contain interred human remains. The results of the survey are provided in an cultural survey report titled, Negative Cultural Resources Survey Report – Los Coches Commercial Development Project (February 2020), prepared by Shelby Castells.

VI. ENERGY.

a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant Impact: The project would result in the use of electricity, natural gas, petroleum, and other consumption of energy resources during both the construction and operation phases of the project; however, the consumption is not expected to be wasteful, inefficient, or unnecessary for the following reasons.

A Greenhouse Gas Emissions Technical Report prepared by Harris & Associates dated April 2023 evaluated sustainability features to priority GHG reduction strategies outlined in the 2022 California Air Resources Board Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan), adopted for achieving statewide emissions reduction goals outlined in Assembly Bill (AB) 1279, and local plans to achieve GHG targets. Specifically, the project is compared 2022 Scoping Plan Appendix D, Local Actions, and County of San Diego vehicle miles traveled (VMT) goals.

The 2022 CARB Scoping Plan identifies three priority areas that local jurisdictions should prioritize when creating a CAP and implementing sustainability measures associated with projects. The three priority areas are: 1. Transportation Electrification 2. VMT Reduction and 3.

Building Decarbonization. Refer to Section Greenhouse Gas Emissions for consistency with the three priority areas.

A summary of the sustainability design features associated with the Project including but not limited to the following:

- Exceed mandatory California Green Building Standards electric vehicle (EV) charging station requirements by installing two EV charging stations in addition to required EV charging station-capable parking spaces.
- Provide iCommute information regarding alternative transportation options in all employee breakrooms.
- Install only low-water-use landscape in outdoor areas consistent with the County’s Water Conservation in Landscaping Ordinance.
- Install new bicycle racks.
- Install electric outlets in key areas of the carwash and restaurant, including at kitchen appliance and water heater locations, designed to accommodate future electric appliances without major building retrofits.
- Install new bus stops and associated crosswalks within the vicinity of the project site, pending coordination with the San Diego Metropolitan Transit System.
- Relocate and consolidate existing Helix Water District/Padre Dam Municipal Water District emergency backup system equipment. Because the new equipment would reduce and replace older, existing equipment, it would improve energy efficiency thus decreasing GHG emissions associated with electricity consumption.

Construction energy use associated with the Project will be primarily associated with grading activities and will be temporary. The grading activities are only necessary in order to implement the infrastructure and develop pads for the construction of commercial buildings for the Project. The Project does not propose the use of equipment or vehicles that would be unnecessary or require energy demand beyond standard construction associated with development of the site. The project does not have unnecessary demolition or construction as the existing gas station as well as the existing solar panel array will be retained. Through implantation of sustainability design measures, compliance with Building Code, and consistency with the three priority areas of the 2022 CARB Scoping Plan, the project will not consume wasteful or inefficient use of energy.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

- | | | | |
|--------------------------|--|-------------------------------------|------------------------------|
| <input type="checkbox"/> | Potentially Significant Impact | <input checked="" type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact |

Less Than Significant Impact: The Project would be required to implement renewable energy and energy efficiency measures as required by state law, state plans, and County sustainability measures outlined in ordinances. See Response (a) and Section VIII. Greenhouse Gas Emissions for a detailed list of the project design features that would be incorporated into the Project to reduce energy demand and consistency with state and local plans for renewable

energy and energy efficiency such as the 2022 CARB Scoping Plan. Therefore, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

VII. GEOLOGY AND SOILS.

a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

No Impact: The Project is not located in a fault rupture hazard zone identified by the Alquist-Priolo Earthquake Fault Zoning Act, Special Publication 42, Revised 1997, Fault-Rupture Hazards Zones in California, or located within any other area with substantial evidence of a known fault. The nearest Alquist-Priolo Fault Zone to the Project site is located over 10 miles southwest of the Project site. Therefore, there would be no impact from the exposure of people or structures to adverse effects from a known fault-rupture hazard zone as a result of this Project.

ii. Strong seismic ground shaking?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant Impact: To ensure the structural integrity of all buildings and structures, the Project must conform to the Seismic Requirements as outlined within the California Building Code. The County Code requires a soils compaction report with proposed foundation recommendations to be approved before the issuance of a building permit. The project grading also must conform to the grading requirements outlined in the County Grading Ordinance and be verified in the field by a licensed or registered Civil Engineer and inspected by County Grading Inspectors. Therefore, compliance with the Grading Plan, Geotechnical Investigation prepared by the registered Civil Engineer, Grading Ordinance, California Building Code, and the County Code would ensure the Project would not result in a potentially significant impact from the exposure of people or structures to potential adverse effects from strong seismic ground shaking.

iii. Seismic-related ground failure, including liquefaction?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant Impact: Liquefaction typically occurs when a site is located in a zone with seismic activity, onsite soils are cohesionless (such as sand or gravel), groundwater is encountered within 50 feet of the surface, and soil relative densities are less than about 70 percent. The Project site is not within a “Potential Liquefaction Area” as identified in the County Guidelines for Determining Significance for Geologic Hazards. This indicates that the liquefaction potential at the site is low. In addition, the site is not underlain by poor artificial fill or located within a floodplain. Therefore, there would be a less than significant impact from the exposure of people or structures to adverse effects from a known area susceptible to ground failure, including liquefaction. In addition, since liquefaction potential at the site is low, earthquake-induced lateral spreading is not considered to be a seismic hazard at the site and impacts would be less than significant.

iv. Landslides?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant Impact: The Project site is located within a Generally Susceptible “Landslide Susceptibility Area” as identified in the County Guidelines for Determining Significance for Geologic Hazards. Landslide Susceptibility Areas were developed based on landslide risk profiles included in the *Multi-Jurisdictional Hazard Mitigation Plan, San Diego, CA* (URS, 2004). Landslide risk areas from this plan were based on data including steep slopes (greater than 25 percent); soil series data (SANDAG based on USGS 1970s series); soil-slip susceptibility from USGS; and Landslide Hazard Zone Maps (limited to western portion of the County) developed by the California Department of Conservation, Division of Mines and Geology (DMG). The Project site contains slopes which were constructed at the time of the development of the existing gas station as well as expansion of Interstate 8 in the late 1960s. The slopes have been historically modified. The Project will construct a retaining wall and remove slopes in order to increase stability. Furthermore, the Geotechnical Report prepared by Partner dated September 2019 recommends additional treatment measures during construction of retaining walls and additional soil boring during construction within slopes and retaining walls in order to ensure stability. Since the Project will be modifying existing slopes constructed in the late 1960s and constructing retaining walls in conformance with recommendations of a Geotechnical Report, the Project would have a less than significant impact from the exposure of people or structures to potential adverse effects from landslides.

b) Would the project result in substantial soil erosion or the loss of topsoil?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant Impact: According to the Soil Survey of San Diego County, the soils onsite are identified as Visalia sandy loam and Vista coarse sand loam that have a soil erodibility rating of “severe” and “moderate” as indicated by the Soil Survey for the San Diego Area, prepared by the US Department of Agriculture, Soil Conservation and Forest Service dated December 1973. Construction of the project would include site grading, which has the potential

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to release sediment into downstream receiving waters. The project will include the installation of impervious surfaces and remove slopes and topsoil that can easily cause runoff and erosion. The Priority Development Project Stormwater Quality Management Plan prepared for the Project requires the installation of BMPs which will prevent erosion and loss of topsoil during construction and operations of the Project. In addition, the Project would not contribute to a cumulatively considerable impact because all the of past, present and future projects included on the list of projects that involve grading or ground disturbance are required to follow the requirements of the San Diego County Code of Regulations pertaining to grading and stormwater pollution prevention. Refer to Hydrology and Water Quality for additional analysis related to BMPs required for the Project. Refer to XVIII. Mandatory Findings of Significance for a comprehensive list of the projects considered.

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in an on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant Impact: Earthwork consists of approximately 4,000 cubic yards of cut, 15,504 cubic yards of fill, and 11,405 cubic yards of import. In order to assure that any proposed buildings are adequately supported, a Geotechnical Report was prepared for the project. The Project site contains slopes which were constructed at the time of the development of the existing gas station as well as expansion of Interstate 8 in the late 1960s. The slopes have been historically modified. The Project will construct retaining walls and remove slopes in order to increase stability. Furthermore, the Geotechnical Report prepared by Partner dated September 2019 recommends additional treatment measures during construction of retaining walls and additional soil boring during construction within slopes and retaining walls in order to ensure stability. The Geotechnical Report demonstrated that the site would be suitable for development with compliance with the Grading Ordinance and the California Building Code and future Geotechnical Reports will be needed during the processing of Final Engineering in order to ensure any major grading plans are reviewed in compliance with the Grading Ordinance. Additionally, a Soils Engineering Report is required as part of the Building Permit process and the pads must be certified prior to issuance of a Building Permit. This Report would evaluate the strength of underlying soils and make recommendations on the design of building foundation systems. The Soils Engineering Report must demonstrate that a proposed building meets the structural stability standards required by the California Building Code. The report must be approved by the County prior to the issuance of a Building Permit. With this standard requirement, impacts would be less than significant. For further information regarding landslides, liquefaction, lateral spreading, and erosion refer to sections (a) and (b).

d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant Impact: Based on GIS data and the Geotechnical Investigation performed for the project, the soils on-site are not anticipated to be considered as expansive soil as defined by 2016 California Building Code Section 1803.5.3. The soils onsite are Visalia sandy loam and Vista coarse sand loam. These soils have a shrink-swell behavior of low. This was confirmed by staff review of the Soil Survey for the San Diego Area, prepared by the US Department of Agriculture, Soil Conservation and Forest Service dated December 1973. The project would incorporate geotechnical recommendations to ensure soil stability, reducing potential impacts related to geologic units or soils to a less than significant level. Therefore, the Project would not create a substantial risk to life or property.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

- Potentially Significant Impact
- Less Than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

No Impact: The Project would rely on public water and sewer for the disposal of wastewater. A Sewer Service Availability Letter dated March 2020 has been received from the San Diego County Sanitation District indicating that the facility has adequate capacity for the Project’s wastewater disposal needs. No septic tanks or alternative wastewater disposal systems are proposed. Therefore, no impact would occur.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

San Diego County has a variety of geologic environments and geologic processes which generally occur in other parts of the state, country, and the world. However, some features stand out as being unique in one way or another within the boundaries of the County.

Less Than Significant With Mitigation Incorporated: The site does not contain any unique geologic features that have been listed in the County’s Guidelines for Determining Significance for Unique Geology Resources nor does the site support any known geologic characteristics that have the potential to support unique geologic features.

A review of the County’s Paleontological Resources Maps and data on San Diego County’s geologic formations indicates that the project is located on geological formations that potentially contain unique paleontological resources. Excavating into undisturbed ground beneath the soil horizons may cause a significant impact if unique paleontological resources are encountered. Since an impact to paleontological resources does not typically occur until the resource is disturbed, monitoring during excavation is the essential measure to mitigate potentially significant impacts to unique paleontological resources to a level below significance.

The project has marginal potential for containing paleontological resources and would excavate the substratum and/or bedrock below the soil horizons.

A monitoring program implemented by the excavation/grading contractor will be required. Equipment operators and others involved in the excavation shall watch for fossils during the normal course of their duties. In accordance with the Grading Ordinance, if a fossil or fossil assemblage of greater than twelve inches in any dimension is encountered during excavation, all excavation operations in the area where the fossil or fossil assemblage was found shall be suspended immediately, the County shall be notified, and a Qualified Paleontologist shall be retained by the applicant to inspect the find to determine if it is significant. A Qualified Paleontologist is a person who has, to the satisfaction of the Planning & Development Services Director:

- A Ph.D. or M.S. or equivalent in paleontology or closely related field (e.g., sedimentary or stratigraphic geology, evolutionary biology, etc.).
- Demonstrated knowledge of southern California paleontology and geology.
- Documented experience in professional paleontological procedures and techniques.

If the Qualified Paleontologist determines that the fossil or fossil assemblage is significant; a mitigation program involving salvage, cleaning, and curation of the fossil(s) and documentation shall be implemented.

If no fossils or fossil assemblages of greater than 12 inches in any dimension are encountered during excavation, a "No Fossils Found" letter will be submitted to the County Planning & Development Services identifying who conducted the monitoring and that no fossils were found.

If one or more fossils or fossil assemblages are found, the Qualified Paleontologist shall prepare a report documenting the mitigation program, including field and laboratory methodology, location and the geologic and stratigraphic setting, list(s) of collected fossils and their paleontological significance, descriptions of any analyses, conclusions, and references cited.

With the implementation of the above project requirements during project grading operations, potential impacts to paleontological resources will be less than significant. Furthermore, the project will not result in a cumulative impact to paleontological resources because other projects that require grading in sensitive paleontological resource areas will be required to have the appropriate level of paleontological monitoring and resource recovery. In addition, other projects that propose any amount of significant grading would be subject to the requirements for paleontological monitoring as required pursuant to the County's Grading Ordinance. Therefore, the project would not result in a significant direct, indirect, or cumulatively significant loss of paleontological resources.

VIII. GREENHOUSE GAS EMISSIONS.

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant Impact: State CEQA Guidelines Section 15064.4 states that “the determination of the significance of greenhouse gas emissions (GHG) calls for careful judgment by the lead agency, consistent with the provisions in Section 15064. A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate, or estimate the amount of greenhouse gas emissions resulting from a project.” Section 15064.4(b) further states that a lead agency should consider the following non-exclusive factors when assessing the significance of GHG emissions:

1. The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting;
2. Whether the project emissions exceed a threshold of significance that the lead agency applies to the project; and
3. The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

State CEQA Guidelines Section 15064(h)(1) states that “the lead agency shall consider whether the cumulative impact is significant and whether the effects of the project are cumulatively considerable.” A cumulative impact may be significant when the project’s incremental effect, though individually limited, is cumulatively considerable.

The County General Plan incorporates smart growth and land planning principles intended to reduce vehicle miles traveled, and thereby reduce GHG emissions. Specifically, the General Plan directed preparation of a County Climate Action Plan (CAP) with reduction targets; development of regulations to encourage energy-efficient building design and construction; and development of regulations that encourage energy recovery and renewable energy facilities, among other actions. These planning and regulatory efforts are intended to ensure that actions of the County do not impede Assembly Bill 32 (AB 32) and Senate Bill 375 (SB 375) mandates.

On February 14, 2018, the County Board of Supervisors (Board) adopted a CAP, which identifies specific strategies and measures to reduce GHG emissions in the largely rural, unincorporated areas of San Diego County as well as County government operations (County of San Diego 2017). The CAP aims to meet the state’s 2020 and 2030 GHG reduction targets (AB 32 and SB 32, respectively), and demonstrate progress towards the 2050 GHG reduction goal.

On September 30, 2020, the Board voted to set aside its approval of the County’s 2018 CAP and related actions because the Final Supplemental Environmental Impact Report (2018 CAP SEIR) was found to be out of compliance with CEQA. In response to this Board action, the County is preparing a CAP Update to revise the 2018 CAP and correct the items identified by

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the 4th District Court of Appeal in San Diego within the Final 2018 CAP SEIR that were not compliant.

The County does not currently have locally adopted screening criteria or GHG thresholds. Pending adoption of a new CAP, appropriate GHG emissions thresholds were considered for purposes of this analysis. In accordance with Section 15064, a project specific threshold was utilized. A Greenhouse Gas Emissions Technical Report prepared by Harris & Associates dated April 2023 evaluated that Project impact significance was determined by comparing project design and sustainability features to priority GHG reduction strategies outlined in the 2022 California Air Resources Board Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan), adopted for achieving statewide emissions reduction goals outlined in Assembly Bill (AB) 1279, and local plans to achieve GHG targets. Specifically, the project is compared 2022 Scoping Plan Appendix D, Local Actions, and County of San Diego vehicle miles traveled (VMT) goals.

The 2022 CARB Scoping Plan identifies three priority areas that local jurisdictions should prioritize when creating a CAP and implementing sustainability measures associated with projects. The three priority areas are: 1. Transportation Electrification 2. VMT Reduction and 3. Building Decarbonization.

Transportation Electrification:

The Project would exceed mandatory California Green Building Standards electric vehicle (EV) charging station requirements by installing two EV charging stations in addition to required EV charging station-capable parking spaces. Therefore, the Project is consistent with the Transportation Electrification priority area.

VMT Reduction:

In accordance with SB 743 and the County's adopted Transportation Study Guidelines (TSG), the operations of the Project will not have a significant impact associated with Vehicle Miles Traveled. The Project consists of less than 50,000 square feet of locally serving commercial or retail uses which is identified as having a less than significant impact in the adopted TSG. A substantial amount of operational emissions associated with projects is usually tied to mobile sources. By having a less than significant impact associated with VMT and providing locally serving commercial uses to residences within the Lakeside Community, the Project would be anticipated to reduce lengths of trips for customers of the commercial uses. Additionally, the Project consists of a shared parking agreement which will be implemented through the Major Use Permit conditions that will result in a reduction of minimum parking standards. The Project would increase accessibility to public transit by constructing a new bus stop upon coordination with MTS. Therefore, the project would be consistent with the VMT Reduction priority area.

Building Decarbonization:

The project would include installation of electrical outlets to accommodate future electric appliances without major retrofits or accommodate electrical appliances at project opening if selected by tenants. The project would be operational prior to 2029 but would include installation of outlets to support future appliance electrification, which would facilitate the transition to all electric appliances by 2029 if elected by a future tenant. The existing solar panels on the Project

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site would be retained. Therefore, the project would be consistent with the Building Decarbonization priority area.

A summary of the sustainability design features associated with the Project including but not limited to the following:

- Exceed mandatory California Green Building Standards electric vehicle (EV) charging station requirements by installing two EV charging stations in addition to required EV charging station-capable parking spaces.
- Provide iCommute information regarding alternative transportation options in all employee breakrooms.
- Install only low-water-use landscape in outdoor areas consistent with the County’s Water Conservation in Landscaping Ordinance.
- Install new bicycle racks.
- Install electric outlets in key areas of the carwash and restaurant, including at kitchen appliance and water heater locations, designed to accommodate future electric appliances without major building retrofits.
- Install new bus stops and associated crosswalks within the vicinity of the project site, pending coordination with the San Diego Metropolitan Transit System.
- Relocate and consolidate existing Helix Water District/Padre Dam Municipal Water District emergency backup system equipment. Because the new equipment would reduce and replace older, existing equipment, it would improve energy efficiency thus decreasing GHG emissions associated with electricity consumption.

Lastly, the Greenhouse Gas Technical Emissions Technical Report estimated the construction and operation emissions associated with the Project using CalEEMod. Construction emissions are anticipated to be 271 Metric Tons of Carbon Dioxide Equivalent (MTCO_{2e}) and operational emissions are anticipated to be 821 MTCO_{2e}.

Implementation of the proposed project would be consistent with the 2022 CARB Scoping Plan and with state and local VMT goals, would implement sustainability features, and would not conflict with local plans to reduce GHG emissions. Therefore, the proposed project would not result in cumulatively considerable GHG emissions or generate significant amounts of GHG emissions.

b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant Impact: Executive Order (EO) S-3-05 and EO B-30-15 established GHG emission reduction targets for the state, and AB 32 launched the CARB Climate Change Scoping Plan that outlined the reduction measures needed to reach the 2020 target, which the state has achieved. As required by SB 32, CARB’s 2017 Climate Change Scoping Plan outlines reduction measures needed to achieve the 2030 target. AB 1279, the California Climate Crisis Act, codified the carbon neutrality target as 85 percent below 1990 levels by 2045. CARB’s 2022 Scoping Plan was adopted by the CARB Board December of 2022. As detailed in the response in Section

(a) above related to the CARB Scoping Plan Consistency Analysis, the Project will implement measures that will contribute to the statewide goal of carbon neutrality by 2045.

The Project would not conflict with implementation of statewide GHG reduction goals, the 2022 Scoping Plan, San Diego Forward, or the County of San Diego General Plan. Therefore, the Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and impacts would be less than significant.

IX. HAZARDS AND HAZARDOUS MATERIALS.

a) Would the project create a significant hazard to the public or the environment through the routine transport, storage, use, or disposal of hazardous materials or wastes or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

Less Than Significant Impact: Potential storage, use, and transportation of potentially hazardous materials associated with the Project primarily consists of storage of fuels in underground storage tanks for the existing gas station and storage and use of cleaning products for operations of the car wash. The Project contains an existing gas station which will be retained and no additional underground storage tanks are proposed. The cleaning products for the car wash will be stored indoors within the main car wash building. A Priority Development Project Stormwater Quality Management has been prepared for the Project which requires implementation of BMPs in order to prevent potential runoff of pollutants and to treat stormwater. The Project would not result in a significant hazard to the public or environment because all storage, handling, transport, emission, and disposal of hazardous substances would be in full compliance with local, State, and Federal regulations. California Government Code § 65850.2 requires that no final certificate of occupancy or its substantial equivalent be issued unless there is verification that the owner or authorized agent has met, or is meeting, the applicable requirements of the Health and Safety Code, Division 20, Chapter 6.95, Article 2, §25500-25520.

Therefore, due to the requirements that regulate hazardous substances outlined above, and the fact that the initial planning, ongoing monitoring, and inspections would occur in compliance with local, State, and federal regulation, the Project would not result in any potentially significant impacts related to the routine transport, use, and disposal of hazardous substances or related to the accidental explosion or release of hazardous substances.

b) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

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No Impact: The Project is not located within 0.25-mile of an existing or proposed school. Lakeview Elementary school is approximately one mile north of the proposed Project. Therefore, the Project would not have any effect on an existing or proposed school.

c) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, or is otherwise known to have been subject to a release of hazardous substances and, as a result, would it create a significant hazard to the public or the environment?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant Impact: According to a Phase 1 and Phase 2 Environmental Site Assessment prepared for the property dated October 2018, the subject property was listed as a Spills, Leaks, Investigation, and Cleanup (SLIC) and San Diego County Site Assessment and Mitigation (SD CO SAM) site. According to the database listing, a release to soil was discovered in 1987 during the excavation of three fuel underground storage tanks (USTs) and one waste oil UST. Soil remediation was conducted in the late 1980s which also included the removal of soil near the base of the underground storage tanks. Based on the soils only release, the completed remediation conducted, and the current regulatory status of this listing, this listing is not expected to represent a significant environmental concern. Therefore, the Project would not create a significant hazard to the public or environment.

d) Would the project for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

No Impact: The proposed Project is not located within an Airport Land Use Compatibility Plan (ALUCP), an Airport Influence Area, or a Federal Aviation Administration (FAA) Height Notification Surface. Gillespie Field in El Cajon is located over 3 miles west of the Project site. Also, the Project does not propose construction of any structure equal to or greater than 150 feet in height, constituting a safety hazard to aircraft and/or operations from an airport or heliport. Therefore, the Project would not constitute a safety hazard for people residing or working in the Project area.

e) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

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The following sections summarize the Project's consistency with applicable emergency response plans or emergency evacuation plans.

i. OPERATIONAL AREA EMERGENCY PLAN AND MULTI-JURISDICTIONAL HAZARD MITIGATION PLAN:

Less Than Significant Impact: The Operational Area Emergency Plan is a comprehensive emergency plan that defines responsibilities, establishes an emergency organization, defines lines of communications, and is designed to be part of the statewide Standardized Emergency Management System. The Operational Area Emergency Plan provides guidance for emergency planning and requires subsequent plans to be established by each jurisdiction that has responsibilities in a disaster situation. The Multi-Jurisdictional Hazard Mitigation Plan includes an overview of the risk assessment process, identifies hazards present in the jurisdiction, hazard profiles, and vulnerability assessments. The plan also identifies goals, objectives and actions for each jurisdiction in the County of San Diego, including all cities and the County unincorporated areas. The Project would not interfere with this plan because it would not prohibit subsequent plans from being established or prevent the goals and objectives of existing plans from being carried out.

ii. SAN DIEGO COUNTY NUCLEAR POWER STATION EMERGENCY RESPONSE PLAN

No Impact: The San Diego County Nuclear Power Station Emergency Response Plan would not be interfered with by the Project due to the location of the Project, plant and the specific requirements of the plan. The emergency plan for the San Onofre Nuclear Generating Station includes an emergency planning zone within a 10-mile radius. All land area within 10 miles of the plant is not within the jurisdiction of the unincorporated County and as such a project in the unincorporated area is not expected to interfere with any response or evacuation.

iii. OIL SPILL CONTINGENCY ELEMENT

No Impact: The Oil Spill Contingency Element would not be interfered with because the Project is not located along the coastal zone or coastline.

iv. EMERGENCY WATER CONTINGENCIES ANNEX AND ENERGY SHORTAGE RESPONSE PLAN

No Impact: The Emergency Water Contingencies Annex and Energy Shortage Response Plan would not be interfered with because the Project does not propose altering major water or energy supply infrastructure, such as the California Aqueduct.

v. DAM EVACUATION PLAN

No Impact: The Dam Evacuation Plan would not be interfered with because the Project is not located within a dam inundation zone.

f) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

Less Than Significant Impact: The proposed Project is adjacent to residential land uses and highway uses that are primarily developed and urbanized. A Fire Protection Plan prepared by Firewise 2000, Inc. dated October 15, 2021 has been reviewed and accepted by the San Diego County Fire Protection District. The Project would have adequate water supply and facilities for fire protection, adequate emergency access, would maintain required fuel modification zones, and would implement ignition resistant construction measures including automatic fire sprinkler systems. Additionally, the project will require the construction of three fire hydrants in order to have adequate hose pull in the event of an emergency.

The Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires because the Project would comply with the regulations relating to emergency access, water supply, and defensible space specified in the Consolidated Fire Code for San Diego County. Implementation of these fire safety standards would occur during the TM, Tentative Parcel Map, or building permit process. The Fire Service Availability Letter indicates the expected emergency travel time to the Project site to be 4 minutes. The Maximum Travel Time allowed pursuant to the General Plan Safety Element is 5 minutes; therefore, the Project meets emergency response travel time. Moreover, the Project would not contribute to a cumulatively considerable impact, because all past, present and future projects in the surrounding area are required to comply with the Consolidated Fire Code.

g) Would the project propose a use, or place residents adjacent to an existing or reasonably foreseeable use that would substantially increase current or future resident’s exposure to vectors, including mosquitoes, rats or flies, which are capable of transmitting significant public health diseases or nuisances?

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

No Impact: The Project does not involve or support uses that allow water to stand for a period of 72 hours (3 days) or more (e.g., artificial lakes, agricultural irrigation ponds). Also, the Project does not involve or support uses that would produce or collect animal waste, such as equestrian facilities, agricultural operations (e.g., chicken coops, dairies, etc.), solid waste facility or other similar uses. Moreover, any existing conditions onsite, such as the presence of manure would be removed during the site development/construction phase and would not pose the threat of exposure to nearby residents or future residents of the Project. The project proposes the construction of a biofiltration basin which is required to be routinely maintained and is not anticipated to hold standing water for lengthy periods of time. Therefore, the Project would not substantially increase current or future resident’s exposure to vectors, including mosquitoes, rats, or flies.

X. HYDROLOGY AND WATER QUALITY.

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant Impact: The Project would increase the amount of impervious area on the Project site by constructing a commercial development. Potential sources of water pollution would include construction phase disturbance of the soils through grading, materials delivery, and waste generation as well as operations of the site through trash storage, vehicle and equipment cleaning, and impervious surfaces in a parking lot. However, as described in the Priority Development Project Stormwater Quality Management Plan (PDP SWQMP) prepared by Spear & Associates dated January 2023, the Project would implement several construction and operational stormwater BMPs. Construction BMPs include erosion and sediment control, water flow dissipation, offsite sediment tracking, and materials and waste management. Operational BMPs include site design BMPs as well as a biofiltration basin. The General Construction Permit for requires preparation and implementation of a SWPPP and associated BMPs. With implementation of proposed BMPs and obtaining the required General Construction Permit, the Project would have a less than significant impact on water quality standards and waste discharge requirements and would not substantially degrade surface or groundwater quality.

b) Would the project is the project tributary to an already impaired water body, as listed on the Clean Water Act Section 303(d) list? If so, could the project result in an increase in any pollutant for which the water body is already impaired?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant Impact: The Project lies in the Coches hydrologic subareas (907.14, respectively), within the San Diego hydrologic unit. According to the Clean Water Act Section 303(d) list, the Los Coches Creek in hydrologic subarea 907.14 is impaired for by nitrogen, phosphorous, and selenium.

Regional surface water and stormwater permitting regulation for County of San Diego includes the following: San Diego Region, Order No. R9-2013-0001; County Watershed Protection Ordinance (WPO); Stormwater Management, and Discharge Control Ordinance; and County Stormwater Standards Manual. The stated purposes of these ordinances are to protect the health, safety and general welfare of the County of San Diego residents; to protect water resources and to improve water quality; to cause the use of management practices by the County and its citizens that would reduce the adverse effects of polluted runoff discharges on waters of the state; to secure benefits from the use of storm water as a resource; and to ensure the County is compliant with applicable state and federal laws. The WPO has discharge prohibitions, and requirements that vary depending on type of land use activity and location in the County. Each project subject to WPO is required to prepare a Stormwater Management Plan that details a

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project's pollutant discharge contribution to a given watershed and propose BMPs or design measures to mitigate any impacts that may occur in the watershed.

The Project would implement construction and operational BMPs to protect water quality as established in the PDP-SWQMP prepared for the Project and described above in Section X(a). The proposed BMPs are consistent with regional surface water and stormwater planning and permitting process that has been established to improve the overall water quality in County watersheds. As a result, the Project would not contribute to a cumulative impact to an already impaired water body, as listed on the Clean Water Act Section 303(d).

c) Would the project could the proposed project cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant Impact: The Regional Water Quality Control Board has designated water quality objectives for waters of the San Diego Region to protect the existing and potential beneficial uses of each hydrologic unit. The Project would implement construction and operational BMPs to protect water quality as established in the PDP-SWQMP prepared for the Project and described above in Section (a). The project will construct a biofiltration basin that contains engineered soil which will treat runoff from the project. The proposed BMPs are consistent with regional surface water and stormwater planning and permitting process that has been established to improve the overall water quality in County watersheds. As a result, the Project would not contribute to a cumulatively considerable exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses.

d) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

No Impact: The Project would obtain its water supply from the Helix Water District that obtains water from surface reservoirs or other imported water source. The Project would not use any groundwater for any purpose, including irrigation, domestic, or commercial demands. In addition, the Project does not involve operations that would interfere substantially with groundwater recharge including, but not limited to the following: the Project does not involve regional diversion of water to another groundwater basin; or diversion or channelization of a stream course or waterway with impervious layers, such as concrete lining or culverts, for substantial distances (e.g., 0.25 mile). These activities and operations can substantially affect rates of groundwater recharge. Therefore, no impact to groundwater resources is anticipated.

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e) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surface, in a manner which would:

(i) result in substantial erosion or siltation on- or off-site;

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant Impact: The Project would implement construction and operational BMPs to protect water quality as established in the PDP-SWQMP prepared for the Project and described above in Section X(a). Several of these BMPs are intended to reduce erosion and siltation to the maximum extent feasible. In addition, as shown in the Drainage Study prepared for the project dated January 12, 2023 by Danny Abada, the 100-year peak flow from the Project site would be reduced from 6.0 cubic feet per second (cfs) to 5.65 cfs following development of the site. Therefore, the Project would not result in substantial erosion or siltation on- or offsite.

(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant Impact: As detailed in Section (e), the proposed Project would not significantly alter established drainage patterns or significantly increase the amount of runoff. as shown in the Drainage Study prepared for the project dated January 12, 2023 by Danny Abada, the 100-year peak flow from the Project site would be reduced from 6.0 cubic feet per second (cfs) to 5.65 cfs following development of the site, and drainage patterns and basin areas would not be substantially altered. Therefore, the Project would have a less than significant impact with respect to increasing the rate or amount of surface runoff in a manner which would result in flooding on- or offsite.

(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant Impact: The Project would implement construction and operational BMPs to protect water quality as established in the PDP-SWQMP prepared for the Project and described above in response (a) and would have a less than significant impact with regard to substantial additional sources of polluted runoff. In addition, as shown in the Drainage Study prepared for the project dated January 12, 2023 by Danny Abada, the 100-year peak flow from the Project site would be reduced from 6.0 cubic feet per second (cfs) to 5.65 cfs following development of the site. Therefore, the Project would have a less than significant impact with

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respect to creating or contributing runoff water that would exceed the capacity of existing or planned stormwater drainage systems.

(iv) impede or redirect flood flows?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant: Please see responses (e)(i) through (iii). The Drainage Study prepared for the project dated January 12, 2023 by Danny Abada demonstrates that the Project would not impede or redirect flood flows.

f) In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

No Impact: The Project site is not located in a flood hazard, tsunami, or seiche zone given its topographical location on an elevated site adjacent to a highway and the project site’s distance from the coast.

g) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant Impact: The Project would implement construction and operational BMPs established in the PDP-SWQMP prepared for the Project to protect water quality as described above in Section (a). As a result, the Project would not contribute to a direct or cumulatively considerable exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses. As described in Section (d), the Project would not use any groundwater for any purpose. In addition, the Project does not involve operations that would interfere substantially with groundwater recharge. The Project would be required to implement the PDP-SWQMP and be in compliance with the County’s WPO. Therefore, the Project would have a less than significant impact with regard to implementation of a sustainable groundwater management plan.

XI. LAND USE AND PLANNING.

a) Would the project physically divide an established community?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant Impact: The Project does not propose the introduction of new infrastructure, such as major roadways or water supply systems, or utilities to the area. The construction of the Helix Water District and Padre Dam Municipal Water District utility structure involves relocating existing infrastructure on-site. All road improvements required for Los Coches Road are located along the Project frontage and involve access driveways and traffic operations infrastructure along an existing road. No new public roads are proposed. See Public Services and Transportation and Traffic for additional analysis. Therefore, the proposed Project would not significantly disrupt or divide the established community.

b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant Impact: The Project is subject to the General Commercial (C-1) General Plan Designation as well as the General Commercial (C36) Zoning Use Regulation. All proposed uses are permitted by-right within the General Commercial Zone except for a car wash which requires the processing of a Major Use Permit. Additionally, the project is subject to a “B” Special Area Designator for Community Design Review which requires conformance with the Lakeside Community Plan and Design Guidelines. The Project has been reviewed for consistency with the General Plan and the Lakeside Community Plan. The following policies identified in the General Plan and Lakeside Community Plan apply to the Project due to the improvements associated with the Project including increasing access to public transportation in buses, locating commercial uses in village areas, and redeveloping existing commercial sites.

Policy LU 9.8: Village Connectivity and Compatibility with Adjoining Areas. Require new development within Villages to include road networks, pedestrian routes, and amenities that create or maintain connectivity; and site, building, and landscape design that is compatible with surrounding areas.

Policy LU 6.5: Sustainable Stormwater Management. Ensure that development minimizes the use of impervious surfaces and incorporates other Low Impact Development (LID) techniques as well as a combination of site design, source control, and stormwater best management practices, where applicable and consistent with the County's LID Handbook.

Policy LU 11.2: Location and Connectivity: Locate commercial, office, and industrial development in Village areas with high connectivity and accessibility from surrounding residential neighborhoods, whenever feasible.

Lakeside Commercial Policy and Recommendation: Encourage clean-up, landscaping, beautification, utility undergrounding, and additional parking facilities in existing commercial areas.

Lakeside Commercial Policy and Recommendation: Require landscaping of all future commercial structures and parking areas to assure visually attractive commercial developments.

Because the Project complies with the General Plan and Lakeside Community Plan and the majority of uses are allowed by-right within the Zoning Use Regulation of the site, the Project will not conflict with any Land Use Plan or regulation associated with the site or adopted for application of mitigating an environmental impact.

XII. MINERAL RESOURCES.

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Less Than Significant Impact: The Project site has been classified by the California Department of Conservation – Division of Mines and Geology (Update of Mineral Land Classification: Aggregate Materials in the Western San Diego Production-Consumption Region, 1997) as an area of “Potential Mineral Resource Significance” (MRZ-3). Given the relatively small area of the site (for a potential mine), proximity to dedicated open space, and proximity to residential land uses; extraction of such mineral resources would likely be an incompatible use due to drilling, blasting, and crushing that would likely occur. Therefore, implementation of the Project would not result in the loss of availability of a known mineral resource that would be of value since the mineral resource has already been lost due to incompatible land uses.

b) Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

No Impact: The Project site is not located in an area that has MRZ-2 designated lands or is located within 2 miles of such lands. Therefore, the proposed Project would not result in the loss of availability of locally important mineral resources delineated on a local general plan, specific plan, or other land use plan.

XIII. NOISE.

a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Less Than Significant Impact With Mitigation Incorporated:

Based on the Noise Analysis prepared by MD Acoustics, LLC dated June 15, 2023, the surrounding area supports residential developments and is occupied by residences located on a condominium lot. The project will not expose people to potentially significant noise levels that exceed the allowable limits of the County of San Diego General Plan, County of San Diego Noise Ordinance, and other applicable standards for the following reasons:

General Plan – Noise Element

The County of San Diego General Plan, Noise Element, Policy 4b addresses noise sensitive areas and requires an acoustical study to be prepared for any use that may expose noise sensitive areas to noise in excess of a Community Noise Equivalent Level (CNEL) of 60 decibels (dBA). Moreover, if the project is excess of CNEL 60 dB(A), modifications must be made to the project to reduce noise levels. Noise sensitive areas include residences, hospitals, schools, libraries or similar facilities where quiet is an important attribute. Project implementation is not expected to expose existing or planned noise sensitive areas to road, airport, heliport, railroad, industrial or other noise in excess of the CNEL 60 dB(A). Based on a Noise Analysis prepared by MD Acoustics, LLC dated June 15, 2023, the project implementation will not expose existing or planned noise sensitive areas to road, airport, heliport, railroad, industrial or other noise in excess of the CNEL 60 dB(A). The project related traffic contributions to nearby roadways would not create any off-site direct and/or cumulative noise impacts. Based on the Noise Report, the noise data indicates the ambient noise level ranged between 62 dBA Leq to 74 dBA Leq near project site and surrounding area. Traffic associated with the project was estimated in a Local Mobility Analysis which found the project to generate a total of 3,072 Average Daily Trips. The trip generation based on the ITE Trip Generation Manual 10th Edition was also calculated. Using the ITE rates, the Project is calculated to generate 2,273 ADT, nearly 800 ADT less than the trip generation based on the SANDAG rates. Maximum levels reach 87 dBA as a result of traffic along Los Coches Rd. During times when traffic is present the quietest noise level measured 54 dBA. Based on the traffic generated by the Project and roadway classifications, the increase in the traffic noise level from the project is anticipated to be 0.4 dBA, which is a nominal increase and not perceptible as it takes a change in 3 dBA or more for the ear to hear a discernable difference.

Noise Ordinance – Section 36.404

Non-transportation noise generated by the project is not expected to exceed the standards of the County of San Diego Noise Ordinance (Section 36.404) at or beyond the project's property line. The project and surrounding uses are zoned General Commercial (C36) and is surrounded by parcels zoned Transportation and Utility Corridor (S94), which is subject to the one-hour average nighttime sound level limit of 55 dBA and daytime of 60 dBA. The parcels to the north, east, and west are zoned Variable Residences (RV) and Residential-Commercial (RC), which is subject to the noise threshold of 57.5 dBA daytime and 50 dBA nighttime. Primary noise sources associated with the Project are primarily generated by the proposed car wash and associated equipment such as vacuums and dryers. The Noise Analysis state's the project's noise levels at the adjoining properties will be exposed to noise levels that will not exceed County Noise Standards. Project only operational noise levels are anticipated to range between 47 to 50 dBA Leq at adjacent residential uses. The operation of the car wash is proposed to be between 7 a.m and 8 p.m. and does not operate beyond 10 p.m. during more restrictive noise level requirements. The project will also incorporate mitigation measures such as 8 to 10 foot Concrete Masonry Unit (CMU) wing walls at the entrances of the car wash, which will be

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conditioned for the project to ensure that noise levels from the proposed car wash will comply with the Noise Ordinance section 36.404. With the implementation of the construction of 8 to 10 foot CMU wing walls at the entrances of the car wash, the operational noise generated from this proposal would be in compliance with the County noise standards, Section 36.404.

Noise Ordinance – Section 36.409

Based on a Noise Analysis prepared by MD Acoustics, LLC dated June 15, 2023, the project will not generate construction noise that may exceed the standards of the County of San Diego Noise Ordinance (Section 36.409). Construction operations will occur only during permitted hours of operation pursuant to Section 36.409 and the Project does not anticipate the use of blasting for construction. Also, it is not anticipated that the project will operate construction equipment in excess of an average sound level of 75dB between the hours of 7 AM and 7 PM.

Finally, the project's conformance to the County of San Diego General and County of San Diego Noise Ordinance (Section 36.404 and 36.409) ensures the project will not create cumulatively considerable noise impacts, because the project will not exceed the local noise standards for noise sensitive areas; and the project will not exceed the applicable noise level limits at the property line or construction noise limits, derived from State regulation to address human health and quality of life concerns. Therefore, the project will not contribute to a cumulatively considerable exposure of persons or generation of noise levels in excess of standards established in the local general plan, noise ordinance, and applicable standards of other agencies.

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant Impact: The project does not propose any of the following land uses that can be impacted by groundborne vibration or groundborne noise levels.

1. Buildings where low ambient vibration is essential for interior operation, including research and manufacturing facilities with special vibration constraints.
2. Residences and buildings where people normally sleep including hotels, hospitals, residences and where low ambient vibration is preferred.
3. Civic and institutional land uses including schools, churches, libraries, other institutions, and quiet office where low ambient vibration is preferred.
4. Concert halls for symphonies or other special use facilities where low ambient vibration is preferred.

See response (a) for additional analysis and associated noise generating sources associated with the Project. The project does not propose any major, new or expanded infrastructure such as mass transit, highways or major roadways or intensive extractive industry that could generate excessive groundborne vibration or groundborne noise levels on-site or in the surrounding area. No blasting or pile driving is anticipated for the project. Therefore, the project will not expose persons to or generate excessive groundborne vibration or groundborne noise on a project or cumulative level.

c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above existing levels?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Less Than Significant Impact With Mitigation Incorporated: Non-transportation noise generated by the project is not expected to exceed the standards of the County of San Diego Noise Ordinance (Section 36.404) at or beyond the project’s property line. The project and surrounding uses are zoned General Commercial (C36) and is surrounded by parcels zoned Transportation and Utility Corridor (S94), which is subject to the one-hour average nighttime sound level limit of 55 dBA and daytime of 60 dBA. The parcels to the north, east, and west are zoned Variable Residences (RV) and Residential-Commercial (RC), which is subject to the noise threshold of 57.5 dBA daytime and 50 dBA nighttime. Primary noise sources associated with the Project are primarily generated by the proposed car wash and associated equipment such as vacuums and dryers. The Noise Analysis state’s the project’s noise levels at the adjoining properties will be exposed to noise levels that will not exceed County Noise Standards. Project only operational noise levels are anticipated to range between 47 to 50 dBA Leq at adjacent residential uses. The operation of the car wash is proposed to be between 7 a.m and 8 p.m. and does not operate beyond 10 p.m. during more restrictive noise level requirements. The project will also incorporate mitigation measures such as 8 to 10 foot Concrete Masonry Unit (CMU) wing walls at the entrances of the car wash, which will be conditioned for the project to ensure that noise levels from the proposed car wash will comply with the Noise Ordinance section 36.404. With the implementation of the construction of 8 to 10 foot CMU wing walls at the entrances of the car wash, the operational noise generated from this proposal would be in compliance with the County noise standards and not cause a substantial permanent increase in ambient noise levels. Traffic associated with the project was estimated in a Local Mobility Analysis which found the project to generate a total of 3,072 Average Daily Trips. The trip generation based on the ITE Trip Generation Manual 10th Edition was also calculated. Using the ITE rates, the Project is calculated to generate 2,273 ADT, nearly 800 ADT less than the trip generation based on the SANDAG rates. Maximum levels reach 87 dBA as a result of traffic along Los Coches Rd. During times when traffic is present the quietest noise level measured 54 dBA. Based on the traffic generated by the Project and roadway classifications, the increase in the traffic noise level from the project is anticipated to be 0.4 dBA, which is a nominal increase and not perceptible as it takes a change in 3 dBA or more for the ear to hear a discernable difference. Based on review by staff and/or the County Noise Specialist, the Project’s noise levels from the proposed commercial uses are not anticipated to impact adjoining properties or exceed County Noise Standards.

d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

Less Than Significant With Mitigation Incorporated: Temporary and periodic increases in ambient noise from grading and construction activities of the Project are addressed above in

Section (a). Once the Project is constructed, the resulting commercial land use would not result in substantial temporary or periodic increases in ambient noise as compared to adjacent residential land uses and Interstate 8.

e) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

No Impact: The proposed project is not located within a Comprehensive Land Use Plan (CLUP) for airports or within 2 miles of a public airport or public use airport. The nearest airport is located at approximately 3 miles from the project site. Therefore, the project will not expose people residing or working in the project area to excessive airport-related noise levels.

XIV. POPULATION AND HOUSING.

a) Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant Impact: The Project proposes commercial uses in a commercial zone and does not propose residential uses which would result in increased population or density. The physical changes associated with the Project and infrastructure such as water and sewer service are consistent with and were anticipated by the County General Plan.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

No Impact: The property currently does not contain any existing residences or residential uses. The project site contains an existing gas station and convenience store which will be retained. No residential uses are proposed to be removed or relocated as a result of implementation and construction of the project.

XV. PUBLIC SERVICES.

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically

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altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance service ratios, response times or other performance objectives for any of the public services:

- i. Fire protection?
- ii. Police protection?
- iii. Schools?
- iv. Parks?
- v. Other public facilities?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant Impact: Based on the service availability forms received for the Project, the proposed Project would not result in the need for significantly altered services or facilities. The following service availability forms were provided for the Project: Sewer Service Availability Letter (PDS-399S) from the San Diego County Sanitation District, a Water Service Availability Letter (PDS-399W) from the Helix Water District, and a Fire Service Availability Letter (PDS-399F) from the Lakeside Fire Protection District.

A Fire Protection Plan prepared by Firewise 2000, Inc. dated October 15, 2021 has been reviewed and accepted by the San Diego County Fire Protection District. The Project would have adequate water supply and facilities for fire protection, adequate emergency access, would maintain required fuel modification zones, and would implement ignition resistant construction measures including automatic fire sprinkler systems. Additionally, the project will require the construction of three fire hydrants in order to have adequate hose pull in the event of an emergency. The Fire Service Availability Letter indicates the expected emergency travel time to the Project site to be 4 minutes. The Maximum Travel Time allowed pursuant to the General Plan Safety Element is 5 minutes; therefore, the Project meets emergency response travel time.

The Project consists of a commercial development and does not contain residential uses. The Project will not include the development of residences or increase residential occupancy which will require increased demand on surrounding parks and recreational facilities.

The San Diego County Sheriff’s Department provides police protection to the Project site from the Lakeside Substation, which serves the communities of Lakeside and unincorporated El Cajon, California.

Based on the service availability forms, extensions of wastewater and potable water lines would be required. The project involves installation of standard utility lines to serve the project to be pulled from Los Coches Road through on-site driveways and parking lots within easements. The project also involves the relocation of an emergency water service interconnect facility located within an existing on-site easement through coordination with Helix Water District and Padre Dam Municipal Water District. The utilities located within the easement will be relocated to a utility structure in a new easement dedicated to Helix Water District and Padre Dam Municipal Water District. The new easement and utility structure would be access by a utility service driveway located along Los Coches Road. The Project is conditioned to implement an

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agreement with Helix Water District and Padre Dam Municipal Water District for the timing of construction of the utility structure. The infrastructure located within the existing onsite easement is only being relocated to the entrance of the project site and implementation of the project is not increasing demand or directly creating the need for construction of new governmental facilities. Therefore, the Project would not result in the need for new or physically altered governmental facilities, the construction of which would cause a significant impact on the environment.

XVI. RECREATION.

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

- Potentially Significant Impact
- Less Than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

No Impact: The Project consists of a commercial development and does not contain residential uses. The Project will not include the development of residences or increase residential occupancy which will require increased demand on surrounding parks and recreational facilities.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

No Impact: The Project consists of a commercial development and does not contain residential uses. The Project will not include the development of residences or increase residential occupancy which will require increased demand on surrounding parks and recreational facilities. Therefore, the Project will not result in the need for construction or expansion of recreational facilities.

XVII. TRANSPORTATION.

a) Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

Discussion/Explanation: The County of San Diego’s Transportation Study Guidelines (Guidelines) establish thresholds for transportation using VMT. The Guidelines also establish measures of effectiveness for the performance of the circulation system by incorporating standards from the County of San Diego Public Road Standards and 2011 General Plan Mobility Element.

Less Than Significant Impact: A Local Mobility Analysis dated June 20, 2023 was prepared by Linscott, Law, and Greenspan, Engineers for the proposed Project. Traffic associated with was estimated to be 3,072 Average Daily Trips. The trip generation based on the ITE Trip Generation Manual 10th Edition was also calculated. Using the ITE rates, the Project is calculated to generate 2,273 ADT, nearly 800 ADT less than the trip generation based on the SANDAG rates. Based on application of public road standards, a warrant analysis for the installation of a traffic signal in accordance with Manual on Uniform Traffic Control Devices (MUTCD) Guidelines, traffic design safety recommendations, and the relocation of existing utilities for Padre Dam Municipal Water District and Helix Water District, the Project includes the following improvements adjacent to the project frontage along Los Coches Road:

- Installation of a Metropolitan Transit System Bus Stop along the south-bound portion of Los Coches Road
- Installation of a signalized intersection at the intersection of Ora Belle Lane, Los Coches Road, and the proposed Project access
 - A median on the northbound and southbound portions of Los Coches Road will be constructed to accommodate turn lanes at the traffic signal intersection
- Curb, gutter, and sidewalk along the project frontage of Los Coches Road
- Restriping of Los Coches Road to accommodate the proposed traffic signal and transitions
- Construction of a utility structure and utility driveway for Padre Dam Municipal Water District and Helix Water District located along Los Coches Road

It is anticipated that the installation of a traffic signal will require coordination of timing with existing traffic signals located along Los Coches Road adjacent to Interstate 8. The project is also conditioned to maintain on-site circulation traffic flow design features such as an internal stop sign in order to prevent queuing of cars along Los Coches Road (Figure 3-2 of the Local Mobility Analysis dated June 20, 2023). Based on application of public road standards, a warrant analysis for the installation of a traffic signal, traffic design safety recommendations, and the relocation of existing utilities for Padre Dam Municipal Water District and Helix Water District, the project will implement improvements consistent with program plans, ordinances and policies.

b) Would the project conflict or be consistent with CEQA Guidelines section 15064.3, subdivision (b)?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation: The County of San Diego’s Transportation Study Guidelines (TSG) establish thresholds and screening criteria for transportation VMT.

Less Than Significant Impact: A Local Mobility Analysis dated June 20, 2023 was prepared by Linscott, Law, and Greenspan, Engineers for the proposed Project. The TIA utilized the County of San Diego Transportation Study Guidelines (TSG) approved by the Board of Supervisors in September of 2022. The TSG provides criteria on how projects should be evaluated for consistency related to the County’s transportation goals, policies, and plans, and through procedures established under CEQA. The TSG establishes the contents and procedures for preparing a Transportation Impact Analysis/Local Mobility Analysis in the County of San Diego. The TSG was updated in 2022 to address legislative changes in SB 743, which

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changed the basis for evaluating transportation impacts in CEQA from the Level of Service (LOS) metric to the VMT metric. As noted in the TSG, “The legislative intent of SB 743 was to ‘more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas (GHG) emissions.’” The Project consists of a locally serving retail use. In accordance with the County of San Diego’s adopted TSG as well as the Office of Planning and Research’s December 2018 Technical Advisory, the Project meets the *Locally Serving Retail/Service Projects* screening threshold criterion for locally serving projects that are less than 50,000 square feet. Therefore, the Project would have a less than significant VMT impact due to the size and nature of the use of the Project.

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant Impact: The proposed Project would not significantly alter roadway geometry along Los Coches Road and requires installation of a traffic signal as well as traffic operation design features in conformance with County Public Road Standards and upon coordination with the Department of Public Works. The project does not require construction of new public roads. All driveways are required to maintain adequate sight distance in accordance with County of San Diego Public Road Standards. See response (b) for improvements required for the project that do not create sharp curves or geometric design feature hazards. Therefore, the proposed Project would not significantly increase hazards due to design features or incompatible uses.

d) Would the project result in inadequate emergency access?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant: A Fire Protection Plan prepared by Firewise 2000, Inc. dated October 15, 2021 has been reviewed and accepted by the San Diego County Fire Protection District. The Project would have adequate water supply and facilities for fire protection, adequate emergency access, would maintain required fuel modification zones, and would implement ignition resistant construction measures including automatic fire sprinkler systems. Additionally, the project will require the construction of three fire hydrants in order to have adequate hose pull in the event of an emergency. The Project contains on-site driveways within a parking lot which provide sufficient width for fire access. The Fire Service Availability Letter indicates the expected emergency travel time to the Project site to be 4 minutes. The Maximum Travel Time allowed pursuant to the General Plan Safety Element is 5 minutes; therefore, the Project meets emergency response travel time and will not result in inadequate emergency access.

XVIII. TRIBAL CULTURAL RESOURCES.

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, as defined in Public Resources Code §21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of Historical Resources as defined in Public Resources Code §5020.1(k), or

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code §5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code §5024.1, the Lead Agency shall consider the significance of the resource to a California Native American tribe.

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

No Impact: Pursuant to AB-52, consultation was initiated with culturally affiliated tribes. No tribal cultural resources were identified during consultation. As such, there are no impacts to tribal cultural resources.

XIX. UTILITIES AND SERVICE SYSTEMS.

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant Impact: The following service availability forms were provided for the Project: Sewer Service Availability Letter (PDS-399S) from the San Diego County Sanitation District, a Water Service Availability Letter (PDS-399W) from the Helix Water District, and a Fire Service Availability Letter (PDS-399F) from the Lakeside Fire Protection District. Based on the service availability forms, extensions of wastewater and potable water lines would be required. The project involves installation of standard utility lines to serve the project to be pulled from Los Coches Road through on-site driveways and parking lots within easements. The project also involves the relocation of an emergency water service interconnect facility located within an existing on-site easement through coordination with Helix Water District and Padre Dam

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Municipal Water District. The utilities located within the easement will be relocated to a utility structure in a new easement dedicated to Helix Water District and Padre Dam Municipal Water District. The new easement and utility structure would be access by a utility service driveway located along Los Coches Road. The Project is conditioned to implement an agreement with Helix Water District and Padre Dam Municipal Water District for the timing of construction of the utility structure.

b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant Impact: The following service availability forms were provided for the Project: Sewer Service Availability Letter (PDS-399S) from the San Diego County Sanitation District, a Water Service Availability Letter (PDS-399W) from the Helix Water District, and a Fire Service Availability Letter (PDS-399F) from the Lakeside Fire Protection District. Based on the service availability forms, extensions of wastewater and potable water lines would be required. Helix Water District also develops and maintains an Urban Water Management Plan as required by state law that addresses water supply planning for future development in normal, dry, and multiple dry years. The 2020 Urban Water Management Plan was adopted on June 2, 2021. Therefore, the Project would have sufficient water supplies available to serve the Project.

c) Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant Impact: The Project requires wastewater service from the San Diego County Sanitation District. A Sewer Service Availability Letter from the District has been provided by the San Diego County Sanitation District (PDS-399S), indicating adequate wastewater service capacity is available to serve the requested demand. Therefore, the Project would not interfere with any wastewater treatment provider's service capacity.

d) Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant Impact: Implementation of the Project would generate solid waste. All solid waste facilities, including landfills, require solid waste facility permits to operate. In San Diego County, the County Department of Environmental Health, Local Enforcement Agency

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issues solid waste facility permits with concurrence from the California Integrated Waste Management Board under the authority of the Public Resources Code (§44001-44018) and CCR Title 27, Division 2, Subdivision 1, Chapter 4 (§21440 et seq.). There are five, permitted active landfills in San Diego County with remaining capacity. Therefore, there is sufficient existing permitted solid waste capacity to accommodate the Project’s solid waste disposal needs.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less than Significant Impact: Implementation of the Project would generate solid waste. All solid waste facilities, including landfills require solid waste facility permits to operate. In San Diego County, the County Department of Environmental Health, Local Enforcement Agency issues solid waste facility permits with concurrence from the California Integrated Waste Management Board under the authority of the Public Resources Code (§44001-44018) and CCR Title 27, Division 2, Subdivision 1, Chapter 4 (§21440 et seq.). The Project would have all solid waste collected and deposited at a permitted solid waste facility and therefore, would comply with Federal, State, and local statutes and regulations related to solid waste.

XX. WILDFIRE.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones:

a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant Impact: A Fire Protection Plan prepared by Firewise 2000, Inc. dated October 15, 2021 has been reviewed and accepted by the San Diego County Fire Protection District. The Project would have adequate water supply and facilities for fire protection, adequate emergency access, would maintain required fuel modification zones, and would implement ignition resistant construction measures including automatic fire sprinkler systems. Additionally, the project will require the construction of three fire hydrants in order to have adequate hose pull in the event of an emergency.

The Operational Area Emergency Plan is a comprehensive emergency plan that defines responsibilities, establishes an emergency organization, defines lines of communications, and is designed to be part of the statewide Standardized Emergency Management System. The Operational Area Emergency Plan provides guidance for emergency planning and requires subsequent plans to be established by each jurisdiction that has responsibilities in a disaster situation. The Multi-Jurisdictional Hazard Mitigation Plan includes an overview of the risk assessment process, identifies hazards present in the jurisdiction, hazard profiles, and

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vulnerability assessments. The plan also identifies goals, objectives, and actions for each jurisdiction in the County of San Diego, including all cities and the County unincorporated areas. The Project would not interfere with this plan because it would not prohibit subsequent plans from being established or prevent the goals and objectives of existing plans from being carried out. Therefore, the Project would not impair an adopted emergency response plan or emergency evacuation plan.

- b) Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentration from a wildfire or the uncontrolled spread of a wildfire?

- | | | | |
|--------------------------|--|-------------------------------------|------------------------------|
| <input type="checkbox"/> | Potentially Significant Impact | <input checked="" type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact |

Less Than Significant Impact: The project is located within a High Fire Hazard Severity Zone as indicated on Fire Hazard Severity Zone maps. A Fire Protection Plan prepared by Firewise 2000, Inc. dated October 15, 2021 has been reviewed and accepted by the San Diego County Fire Protection District. The Project would have adequate water supply and facilities for fire protection, adequate emergency access, would maintain required fuel modification zones, and would implement ignition resistant construction measures including automatic fire sprinkler systems. Additionally, the project will require the construction of three fire hydrants in order to have adequate hose pull in the event of an emergency.

Project occupants as well as nearby residences would not be exposed to pollutant concentrations from a wildfire or uncontrolled spread of wildfire in excess of other residences of the County. The vacant portions of the existing commercial lot will be developed and remove potential fire fuels from adjacent residences. The proposed retaining wall for the project will be installed and provide a fuel-break from Interstate 8 Highway slopes. The existing gas station and underground storage tanks will be retained and are required to enroll in the Department of Environmental Health and Quality Underground Storage Tank program which requires routine maintenance of underground storage tanks in order to prevent fuel leaks and reduce fire risk. Therefore, the project would not exacerbate wildfire risks or expose project occupants or nearby residents to pollutant concentration from a wildfire.

- c) Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

- | | | | |
|--------------------------|--|-------------------------------------|------------------------------|
| <input type="checkbox"/> | Potentially Significant Impact | <input checked="" type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact |

Less Than Significant Impact: The project will require the installation of new on-site driveways, standard utility infrastructure for electrical/water/sewer service, a utility structure for Padre Dam Municipal Water District and Helix Water District. The project is compliant with standard fuel-modification requirements. The project is in a primarily urbanized area surrounded by development and highway uses. The project will not result in on-site open space easements or

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place structures adjacent to fuels. Please refer to response (b) for additional information related to reducing risk of fire as a result of implementation of the Project. Therefore, the Project would not exacerbate fire risk that would result in temporary or ongoing impacts to the environment.

d) Would the project expose people or structure to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

- | | | | |
|--------------------------|--|-------------------------------------|------------------------------|
| <input type="checkbox"/> | Potentially Significant Impact | <input checked="" type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact |

Less Than Significant Impact: The project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Please refer to responses above regarding Geology (Section VII) and Hydrology & Water Quality (Section X) for additional information related to how the Project will not result in additional flooding risk or slope instability resulting in landslides.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE:

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

- | | |
|--|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input checked="" type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant with Mitigation Incorporated: The potential of the Project to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory were considered in the Biological Resources Section of this Initial Study. In addition to Project-specific impacts, this evaluation considered the Project’s potential for significant cumulative effects. Resources that have been evaluated as significant would be potentially impacted by the Project. However, mitigation has been included that clearly reduces these effects to a level below significance. This mitigation includes purchase of off-site biological mitigation and grading monitoring for cultural and paleontological resources during construction. As a result of this evaluation, there is no substantial evidence that, after mitigation, significant effects associated with this Project would result. Therefore, this Project has been determined not to meet this Mandatory Finding of Significance.

b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

- | | |
|--|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input checked="" type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant with Mitigation Incorporated: The following list of past, present and future projects were considered and evaluated as a part of this Initial Study:

PROJECT NAME	PERMIT/MAP NUMBER	DETAILS
East County Square	SP-94-001	Commercial and Residential Development Specific Plan, Approved in the mid-1990s. Approximately 48.79 acres of commercial. 200 dwelling unit maximum. Mostly built out and contains open space.

Starbucks (within East County Square)	STP-16-021	Approximately 1,750 square foot Starbucks constructed in the last three years. Located within East County Square
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The potential for adverse cumulative effects were considered in Sections I through XX of the Initial Study. In addition to Project-specific impacts, this evaluation considered the Project’s potential for incremental effects that are cumulatively considerable. As a result of this evaluation, and in consideration of all mitigation required by the Project, there were determined to be no potentially significant cumulative effects the Project would have a considerable contribution to. Mitigation has been included for Project impacts that clearly reduces any potential for a considerable contribution to any cumulative effects to a level below significance. Please refer to Section IV. *Biological Resources*, Section V. *Cultural Resources*, and Section XIII. *Noise* above. This mitigation includes but is not limited to purchase of off-site biological mitigation, grading monitoring for cultural resources during construction, and approval of a haul route and traffic control plan during construction. The majority of surrounding projects have been previously approved and constructed for over five years with the exception of one project located southeast of the Project Site across Interstate 8 for the construction of a Starbucks coffee shop. The condominium project located directly adjacent to the site was constructed in the late 1980s. The Project vicinity consists of urbanized and developed areas as well as Interstate 8. As a result of this evaluation, there is no substantial evidence that, after mitigation, the Project would have any considerable contribution to a cumulative impact. Therefore, this Project has been determined not to meet this Mandatory Finding of Significance and result in significant cumulative impacts that will be mitigated.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Less Than Significant with Mitigation Incorporated: In the evaluation of environmental impacts in this Initial Study, the potential for adverse direct or indirect impacts to human beings were considered in Section I. *Aesthetics*, Section III. *Air Quality*, Section VII. *Geology and Soils*, Section IX. *Hazards and Hazardous Materials*, Section X. *Hydrology and Water Quality*, Section XIII. *Noise*, and Section XVII. *Transportation*. XX. *Wildfire*. Mitigation measures, project design features, and ordinance compliance requirements will be implemented in order to ensure no substantial adverse effects on human beings will occur. As a result of this evaluation, there is no substantial evidence that, after mitigation, there are adverse effects to human beings associated with this Project. Therefore, this Project has been determined not to meet this Mandatory Finding of Significance.

XXII. REFERENCES USED IN THE COMPLETION OF THE INITIAL STUDY CHECKLIST

All references to Federal, State and local regulation are available on the Internet. For Federal regulation refer to <http://www4.law.cornell.edu/uscode/>. For State regulation refer to www.leginfo.ca.gov. For County regulation refer to www.amlegal.com. All other references are available upon request.

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