



THE CITY OF SAN DIEGO

DATE OF NOTICE: November 7th, 2016

PUBLIC NOTICE OF A DRAFT NEGATIVE DECLARATION

DEVELOPMENT SERVICES DEPARTMENT

The City of San Diego Development Services Department has prepared a draft Negative Declaration Report for the following project and is inviting your comments regarding the adequacy of the document. The draft Negative Declaration has been placed on the City of San Diego web-site at <http://www.sandiego.gov/city-clerk/officialdocs/notices/index.shtml> under the "California Environmental Quality Act (CEQA) Notices & Documents" section. **Your comments must be received by November 28th, 2016**, to be included in the final document considered by the decision-making authorities. Please send your written comments to the following address: **Chris Tracy, AICP Environmental Planner, City of San Diego Development Services Center, 1222 First Avenue, MS 501, San Diego, CA 92101** or e-mail your comments to DSDEAS@sandiego.gov with the Project Name and Number in the subject line.

General Project Information:

- Project Name: Balboa Express Car Wash SDP
- Project No. 469903 / SCH No. N/A
- Community Plan Area: Clairemont Mesa
- Council District: 6

Project Description:

SITE DEVELOPMENT PERMIT #1652413 - The proposed project encompasses the construction of a 3,822 square foot, single-story automated car wash tunnel, office, equipment room, and restrooms with rooftop solar array, on an approximate 0.572 acre site. Accessory structures include two unenclosed vacuuming structures encompassing 1,533 square feet and 2,740 square feet in area.

Proposed site improvements include grading, site infrastructure, drainage, and 5,215 square feet of landscape improvements. The project includes the installation of car washing, drying, and vacuuming equipment. Car washing equipment will be completely contained and enclosed within the wash tunnel. Vacuuming equipment will be installed in the form of 20 single hopper stanchions, located in the parking area. The project includes 19 vehicle parking spaces (one American's with Disabilities (ADA)) and two open motorcycle spaces, 18 of these spaces (including the ADA space) would be accessible to vacuuming stanchions and this area would be covered by roof canopies with related solar roof arrays.

The proposal is located at the northwest corner of Balboa Avenue and Mt. Abernathy Avenue (6066 Balboa Avenue) in Clairemont Mesa on a vacant commercial site. The site was previously utilized as a petroleum service station under the operation of Exxon-Mobil, which has been since removed. The proposed project is located in the Community Commercial (CC-1-3) zone, Community Plan Overlay Zone B, within the zoning ordinance and Community Centers (Commercial) within Clairemont Mesa Community Plan, Clairemont Mesa Height Limit Overlay Zone, Airport Land Use Compatibility Overlay Zone - MCAS Miramar and Montgomery Field, Airport Influence Area (Review Area 2) - MCAS Miramar and Montgomery Field, FAA Part 77 - MCAS Miramar and Montgomery Field, and Council District 6. (LEGAL DESCRIPTION: Lot 6 of Balboa Shopping Center Resubdivision, Map No. 6256). **The site is included on a Government Code listing of hazardous waste sites.**

Applicant: Hannibal Petrossi

Recommended Finding: The City of San Diego has conducted an Initial Study and determined that the proposed project will not have a significant environmental effect (with incorporation of mandatory project design features) and the preparation of an Environmental Impact Report will not be required.

Availability in Alternative Format: To request this Notice, the draft Negative Declaration, Initial Study, and/or supporting documents in alternative format, call the Development Services Department at 619-446-5460 or (800) 735-2929 (TEXT TELEPHONE).

Additional Information: For environmental review information, contact Chris Tracy, AICP at (619) 446-5381. The draft Negative Declaration and supporting documents may be reviewed, or purchased for the cost of reproduction, at the Fifth floor of the Development Services Center. If you are interested in obtaining additional copies of either a Compact Disk (CD), a hard-copy of the draft Negative Declaration, or the separately bound technical appendices, they can be purchased for an additional cost. **For information regarding public meetings/hearings on this project, contact Francisco Mendoza at (619) 446-5142.** This notice was published in the SAN DIEGO DAILY TRANSCRIPT and distributed on November 7th, 2016.

SAP No.: 24006467

Kerry Santoro
Deputy Director
Development Services Department



THE CITY OF SAN DIEGO

NEGATIVE DECLARATION

Project No. 469903
SCH No. N/A

SUBJECT: **Balboa Express Car Wash SDP**

- I. PROJECT DESCRIPTION: See attached Initial Study.
- II. ENVIRONMENTAL SETTING: See attached Initial Study.
- III. DETERMINATION:

The City of San Diego has conducted an Initial Study and determined that the proposed project will not have a significant environmental effect (with incorporation of mandatory project design features) and the preparation of an Environmental Impact Report will not be required.

- IV. DOCUMENTATION: The attached Initial Study documents the reasons to support the above Determination.
- V. MITIGATION, MONITORING AND REPORTING PROGRAM: **NONE REQUIRED**
- VI. PUBLIC REVIEW DISTRIBUTION:

Draft copies or notice of this Negative Declaration were distributed to:

COUNTY OF SAN DIEGO
County Department of Environmental Health (75)

CITY OF SAN DIEGO
Mayor's Office
Councilmember Cate - District 6
City Attorney's Office (93C)

Development Services:
LDR - Development Project Manager
LDR - EAS
LDR - Engineering Review

LDR – Water and Sewer
LDR – Landscaping
LDR – Transportation
LDR – Planning Review

Fire – Plan Review
Plan – Long Range
Facilities Financing (93B)
Water Review (86A)
San Diego Central Library (81A)
Clairemont Mesa – Clairemont Library (81H)

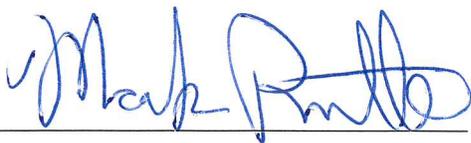
OTHER ORGANIZATIONS AND INTERESTED PARTIES

Balboa Avenue Citizens Advisory Committee (246)
Clairemont Mesa Planning Committee (248)
Clairemont Town Council (257)
Hannibal Petrossi, Applicant
Shahram Dehghani, Owner
Dennis Oneil

VII. RESULTS OF PUBLIC REVIEW:

- () No comments were received during the public input period.
- () Comments were received but did not address the accuracy or completeness of the draft environmental document. No response is necessary and the letters are incorporated herein.
- () Comments addressing the accuracy or completeness of the draft environmental document were received during the public input period. The letters and responses are incorporated herein.

Copies of the draft Negative Declaration and any Initial Study material are available in the office of the Entitlements Division for review, or for purchase at the cost of reproduction.



MARK BRUNETTE
SENIOR PLANNER
Development Services Department

11/3/16

Date of Draft Report

Date of Final Report

Analyst: CHRIS TRACY, AICP, ASSOCIATE PLANNER

Attachments: Figure 1 – Location Map

Figure 2 – Site Plan

Initial Study Checklist



Location Map

Balboa Express Car Wash SDP/Project No. 469903 Address - 6066 Balboa Avenue
City of San Diego – Development Services Department

FIGURE
No. 1

INITIAL STUDY CHECKLIST

1. Project title/Project number: Balboa Express Car Wash SDP/469903
2. Lead agency name and address: City of San Diego, 1222 First Avenue, MS-501, San Diego, California 92101
3. Contact person and phone number: Chris Tracy, AICP, Associate Planner / (619) 446-5381
4. Project location: 6066 Balboa Avenue (APN: 361-261-1800), San Diego, CA 92111
5. Project Applicant/Sponsor's name and address: Hannibal Petrossi, Petrossi and Associates, 1300 Bristol Street North #270, Newport Beach, CA 92660
6. General/Community Plan designation: Community Centers (Commercial)
7. Zoning: (CC-1-3) zone, Community Plan Overlay Zone B
8. Description of project (Describe the whole action involved, including but not limited to, later phases of the project, and any secondary, support, or off-site features necessary for its implementation.):

The proposed project encompasses the construction of a 3,822 square foot, single-story automated car wash tunnel, office, equipment room, and restrooms with rooftop solar array, on an approximate 0.572 acre site at 6066 Balboa Avenue. The proposal is located at the northwest corner of Balboa Avenue and Mt. Abernathy Avenue in Clairemont Mesa on a vacant commercial site that was previously utilized as a petroleum service station, under the operation of Exxon-Mobil, which has been since removed. Accessory structures include two unenclosed vacuuming structures encompassing 1,533 square feet and 2,740 square feet in area.

Proposed site improvements include grading, site infrastructure, drainage, and 5,215 square feet of landscape improvements. The project includes the installation of car washing, drying, and vacuuming equipment. Car washing equipment will be completely contained and enclosed within the wash tunnel. Vacuuming equipment will be installed in the form of 20 single hopper stanchions, located in the parking area. The project includes 19 vehicle parking spaces (one American's with Disabilities (ADA)) and two open motorcycle spaces, 18 of these spaces

(including the ADA space) would be accessible to vacuuming stanchions and this area would be covered by a roof canopies with related solar roof array.

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

List OR None required.

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

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

Yes, California Native American tribes traditionally and culturally affiliated with the project area (In the Greater San Diego Area) requested consultation pursuant to Public Resources Code section 21080.3.1 and consultation began.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|---|--|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Geology/Soils | <input type="checkbox"/> Noise | <input type="checkbox"/> Utilities/Service System |
| | | <input type="checkbox"/> Mandatory Findings Significance |

DETERMINATION: (To be completed by Lead Agency)

On the basis of this initial evaluation:

- The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- 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.
- The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (a) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (b) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required.
- Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or (MITIGATED) NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or (MITIGATED) NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

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 on-site, 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, 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) “Negative Declaration: 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 (mitigation measures from “Earlier Analyses”, as described in (5) below, may be cross-referenced).
- 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 (mitigated) 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 Measures 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) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
- 9) 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 significant.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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I) AESTHETICS – Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

The project site is a vacant infill lot located in surrounded by existing commercial development that formally contain a petroleum service station. Construction of the proposed project would affect the visual environment during excavation, grading, and on-site storage of equipment and materials. Although views may be altered, construction would be short term and temporary. Temporary visual impacts would include views of large construction equipment, storage areas, and any potential signage. All construction equipment would vacate the project site upon completion of the proposed project, thus making any visual obstructions temporary.

The Clairemont Mesa Community Planning Area has not designated a view corridor through the project site or adjacent properties. Development of the proposed project would introduce additional structures that would be permanent. However, because the proposed project site is surrounded by existing commercial development, and because the property is not designated as, nor is it in proximity of, a scenic vista, the proposed project would have a less than significant impact and no mitigation is required.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

There are no designated scenic resources such as trees, rock outcroppings or historic buildings within the project's boundaries. No impact would result due to implementation of the proposed project.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Aesthetic impacts during the construction phase of the project would be temporary. The proposed development would be designed to blend in with the existing environment. The proposed project and landscaping plan would improve the visual quality of the project site as compared to its current state. The project design would be cohesive with adjacent commercial properties and would not substantially degrade the visual character of its surroundings. Impacts would be less than significant.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Development of this commercial project would be required to comply with City glare regulations. All permanent exterior lighting would be required to comply with City regulations to reduce potential adverse effects on neighboring properties. In addition, no substantial sources of light would be generated during project construction, as construction activities would occur during daylight hours. The project would also be subject to the City's Outdoor Lighting Regulations per Municipal Code Section 142.0740, as such, all impacts would be less than significant.

II. AGRICULTURAL AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. – Would the project:

- a) Converts Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project is consistent with the community plan's land use designation, and is located within a developed commercial neighborhood. As such, the project site does not contain, and is not adjacent to, any lands identified as Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as show on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resource Agency. Therefore, the project would not result in the conversion of such lands to non-agricultural use. No significant impacts would occur, and no mitigation measures are required.

- b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project is not under a Williamson Act Contract nor is any surrounding land under a Williamson Act Contract. No impacts would result due to implementation of the proposed project.

- c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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No land within the Clairemont Mesa community is designated as forest land or timberland. Therefore, the project would not conflict with existing zoning for forest land. No impacts would result.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

The proposed project is located in a developed urbanized area and is not designated as forest land. Therefore, the project would not convert forest land to non-forest use. No impacts would occur.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

No existing agricultural uses are located in the proximity of the project area that could be affected. Therefore, the project would not convert farmland to non-agricultural uses. Nor would the project convert forestland into non-forest use. No impacts would occur.

III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied on to make the following determinations – Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Construction of the project could increase the amount of pollutants entering the air basin, but these emissions would be temporary and finite. Construction Best Management Practices (BMPs), such as watering for dust abatement, would reduce construction dust emissions by 75 percent. Therefore, emissions associated with the construction of the project would not be significant.

The project does not have the bulk and scale to cause any obstruction in the implementation of the existing air quality plan or otherwise cause any adverse air movement within the area. In accordance with the City's CEQA Significance Thresholds, projects that would typically result in significant hot spot air quality impacts would consist of projects that would produce 9,500 Average Daily Trips or that would result in traffic Loss of Service impacts to streets, intersections and freeways. The construction and operation of the proposed car wash facility would not exceed this threshold and impacts to air quality would remain less than significant.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Please see III (a). Air quality impacts would not occur during the construction or operation of the project. The project would generate low levels of construction traffic through the site on a daily basis and would not exceed the limits set in the CEQA significance thresholds. Impacts to air quality would remain less than significant.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Please see III (a) and III (b). The proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable federal or state ambient air quality standards. Impacts to air quality would remain less than significant.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

During the construction phase of the project, volatile organic compound emissions from architectural coatings and other potential odor impacts due to the project are not expected to be significant and would terminate upon completion of the construction phase of the project. During the operational phase of the project, soaps other automotive cleaning products would be present at the site, but they would be contained within the car wash structure itself, which would be isolated from the public. As such, the proposed project would not create objectionable odors affecting a substantial number of people, and impacts would be less than significant.

IV. BIOLOGICAL RESOURCES – Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Have substantial adverse effects, 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 Game | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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or U.S. Fish and Wildlife Service?

The proposed project site is urbanized setting, which is devoid of biological resources and is completely surrounded by existing development. No impacts to biological resources are expected on-site or adjacent to the site.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Have a substantial adverse effect on any riparian habitat or other community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Please See Response IV(a). The proposed project would not have an adverse effect on any riparian habitat or other community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service as it lacks these resources. No impacts would occur.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Have a substantial adverse effect on federally protected wetlands as 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Please See Response IV(a). The proposed project would not have a substantial adverse effect on federally protected wetlands as 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, as it lacks these resources. Any impacts would be less than significant.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Please See Response IV(a). The proposed project is restricted to the area that is currently developed. No impacts would occur to wildlife movement corridors. No impacts would occur.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The proposed project site does not conflict with any local policies or ordinances protecting biological resources. It is not in or adjacent to the MSCP/MHPA. Therefore, no impacts would occur.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

The proposed project site does not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. No impacts would occur.

V. CULTURAL RESOURCES – Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Cause a substantial adverse change in the significance of an historical resource as defined in §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The purpose and intent of the Historical Resources Regulations of the Land Development Code (Chapter 14, Division 3, and Article 2) is to protect, preserve and, where damaged, restore the historical resources of San Diego. The regulations apply to all proposed development within the City of San Diego when historical resources are present on the premises. Before approving discretionary projects, CEQA requires the Lead Agency to identify and examine the significant adverse environmental effects which may result from that project. A project that may cause a substantial adverse change in the significance of a historical resource may have a significant effect on the environment (Sections 15064.5(b) and 21084.1). A substantial adverse change is defined as demolition, destruction, relocation, or alteration activities, which would impair historical significance (Sections 15064.5(b)(1)). Any historical resource listed in, or eligible to be listed in the California Register of Historical Resources, including archaeological resources, is considered to be historically or culturally significant.

Archaeological Resources

The project site was previously disturbed during construction and removal of the prior Exxon-Mobil service station and the site, and is not located on the City's Historical Sensitivity map. Due to the extensive disturbance that has occurred on and adjacent to the property, there is minimal potential for sub-surface resources to be unearthed during ground-disturbing activities. Based upon a review of the existing site conditions and the location of the project, there would be no impacts to archaeological resources and mitigation is not required.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Built Environment

Historic property (built environment) surveys are required for properties which are 45 years of age or older and which have integrity of setting, location, design, materials, workmanship, feeling, and association. There are no existing structures on site. No impacts would result.

- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

With extensive prior disturbance of the site, it was determined in communications with AB 52 Tribal Representatives that this project would not create a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5. Any impacts would less than significant and not mitigation would be required.

- c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

With extensive prior disturbance of the site, it was determined there would not be any Direct or indirect impacts to a unique paleontological resource or site or unique geologic feature. No impacts would result.

- d) Disturb and human remains, including those interred outside of dedicated cemeteries?

Refer to V(a). The proposed project site is not currently used as a cemetery and is not otherwise known to contain human remains. Furthermore, the project would not cause a substantial adverse on archaeological resource and disturbances to human remains would not occur.

VI. GEOLOGY AND SOILS – Would the project:

- a) Expose people or structures to 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.

The site is not underlain by an active, potentially active, or inactive faulting. Nor is the project located within an Alquist-Priolo Fault Zone. The nearest known active faults are the Newport-

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Inglewood/Rose Canyon Faults, located two miles west of the site. These faults are the dominant source of potential ground motion. The estimated deterministic maximum earthquake magnitude and peak ground acceleration for the Newport-Inglewood/Rose Canyon Faults are 7.5 and 0.60g, respectively. The project would utilize proper engineering design and standard construction practices in order to ensure that potential impacts remain below a level of significance. Therefore, risks from rupture of a known earthquake fault would be less than significant.

ii) Strong seismic ground shaking?

The lot is located within Geologic Hazard Categories 52 as shown on the San Diego Seismic Safety Study maps. Geologic Hazard Category 52 is characterized as other level areas, gently sloping to steep terrain, favorable geologic structure, low risk. Proper engineering design and utilization of standard construction practices would be required and would ensure that impacts resulting from seismic ground shaking would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

As mentioned in response VI(a)(ii), the site is located in an area known to contain favorable geologic structure. The potential for liquefaction and seismically induced settlement occurring within the soils found on site is considered to be negligible due to the very dense nature of the site formational units and the lack of groundwater. Proper engineering design and utilization of standard construction practices would be required and would ensure impacts resulting from liquefaction would not occur. Impacts do to seismic-related ground failure or liquefaction would be less than significant.

iv) Landslides?

The existing and surrounding site is level in nature, and as such, the proposed project would not expose people or structures to the risk of loss, injury, or death involving landslides. No impacts would occur.

b) Result in substantial soil erosion or the loss of topsoil?

Construction activities such as excavation and grading may have the potential to cause soil erosion or loss of topsoil. Short-term erosion effects during the construction phase of the project would be prevented through required implementation of a Storm Water Pollution and the Soil Management Plan. The SWPPP would include standard construction methods such as temporary detention basins to control on-site and off-site erosion. With implementation of an approved SWPPP, impacts

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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resulting from erosion during construction operations would remain below a level of significance. In addition, the contractor would be required to take remedial measures to prevent erosion of freshly-graded areas until such time as permanent drainage and erosion control features have been installed. Areas subjected to erosion or sedimentation shall be properly prepared prior to placing additional fill or structures. Impacts due to soil erosion or the loss of topsoil would be less than significant.

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| c) 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 on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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See response VI(a)(ii) and (iv). Impacts would be less than significant.

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| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Per the "Preliminary Soil and Foundation Engineering Evaluation Report, Proposed Commercial Building (Carwash), 6066 Balboa Avenue, San Diego, California" September 24, 2015, Soil Pacific, Inc. "An expansion index test was performed on representative sample in accordance with the California Building Code Standard. A low expansion potential (EI=8) is anticipated for the encountered soils at the proposed sub-grade elevation (-4 feet)." Based on this information and implementation of compaction recommendations any impacts concerning this area of analysis would be less than significant.

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| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project does not propose the use of septic tanks. As a result, septic tanks or alternative wastewater systems would not be used. Therefore, no impacts with regard to the capability of soils to adequately support the use of septic tanks or alternative wastewater disposal systems would result.

VII. GREENHOUSE GAS EMISSIONS – Would the project:

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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In December 2015, the City adopted a Climate Action Plan (CAP) that outlines the actions that City will undertake to achieve its proportional share of State greenhouse gas (GHG) emission reductions. The purpose of the Climate Action Plan Consistency Checklist (Checklist) is to, in conjunction with the CAP, provide a streamlined review process for proposed new development projects that are subject to discretionary review and trigger environmental review pursuant to the California Environmental Quality Act (CEQA).

Analysis of GHG emissions and potential climate change impacts from new development is required under CEQA. The CAP is a plan for the reduction of GHG emissions in accordance with CEQA Guidelines Section 15183.5. Pursuant to CEQA Guidelines Sections 15064(h)(3), 15130(d), and 15183(b), a project’s incremental contribution to a cumulative GHG emissions effect may be determined not to be cumulatively considerable if it complies with the requirements of the CAP.

This Checklist is part of the CAP and contains measures that are required to be implemented on a project-by-project basis to ensure that the specified emissions targets identified in the CAP are achieved. Implementation of these measures would ensure that new development is consistent with the CAP’s assumptions for relevant CAP strategies toward achieving the identified GHG reduction targets. Projects that are consistent with the CAP as determined through the use of this Checklist may rely on the CAP for the cumulative impacts analysis of GHG emissions. Projects that are not consistent with the CAP must prepare a comprehensive project-specific analysis of GHG emissions, including quantification of existing and projected GHG emissions and incorporation of the measures in this Checklist to the extent feasible. Cumulative GHG impacts would be significant for any project that is not consistent with the CAP.

Per the Climate Action Plan (CAP) Consistency Checklist, the proposed project will have a less-than-significant impact on the environment, either directly or indirectly, because the proposed project is consistent with the existing General Plan and Community Plan land use and underlying zoning designations. The proposed project is located in the Community Centers (Commercial) land use designation and is within the CC-1-3 zone and meets all the criteria for consistency with the General Plan, Community Plan land use and zoning designations. The project will provide roofing materials with a minimum 3-year aged solar reflection and thermal emittance or solar reflection index equal to or greater than the values specified in the voluntary measures under the California Green Building Standards Code; Provide plumbing fixtures and fittings provided as part of the project, the low-flow fixtures and appliances; and meets the criteria for nonresidential with both indoor lighting and mechanical systems, having a minimum 10 percent improvement with proposed on-site renewable energy generation which is solar that will account for 86 percent generation of energy needs. As such, potential impacts from greenhouse gas emissions are considered less than significant and no mitigation measures are required; however, the improvements described within this checklist will required as a part of required project design features. Potential impacts from

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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greenhouse gas emissions from this project are considered less than significant and no mitigation measures are required.

b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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See Response VII(a). The project as proposed would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing greenhouse gas emissions in that it would be constructed in an established urbanized area with services and facilities available. In addition, the project is consistent with the underlying zone and land use designation.

VIII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:

a) Create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Site History

A former Exxon/Mobil service station occupied the site, which has since been demolished. With demolition of this facility it entailed the removal of four underground fuel tanks. Following the closure of the fuel station, it was determined that there was some remaining contaminated soil on-site in conjunction with the removal of the tanks. This was also confirmed in referencing the State’s Geotracker website :

http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000001567

In response to this issue, the County of San Diego - Department of Environmental Health ordered corrective action to address this concern with site’s owner’s, and on March 19, 2014, the agency determined

“...this agency finds the site investigation and corrective action carried out at your underground storage tanks site is in compliance with the requirements of subdivisions (a) and (b) of Section 25296.10 of the Health and Safety Code, and that no further action related to the petroleum release at the site is required.”

Further within this letter, it noted:

“A July 13, 2013 Corrective Action Plan (CAP) was submitted. The suggested clean up method, natural attenuation, was approved.

The consultant proposed natural attenuation because:

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- No LPH has been detected in the groundwater
- The plume is shrinking.
- No supply wells are within ½ mile of this site.
- Groundwater is designated as having no beneficial use.
- Most utilities are above the groundwater table, per the consultant. However, an 18-inch diameter stormdrain, an 8-inch sewer line and navy fuel line beneath the sidewalk on Balboa Ave. and Mt. Abernathy Avenue are located at depths of approximately 10' bgs which is below the groundwater table. However, the limited area of dissolved contaminants detected beneath the site indicates a low risk of environmental exposure, per the consultant.
- Based on degradation analyses, it is estimated the benzene in the groundwater will degrade to MCL's of 1 ppb within one year using MW-4 groundwater benzene data.
- It is estimated the MtBE in groundwater will degrade to MCL's of 13 ppb within one year using MW-2 groundwater benzene data.

The health risk is less than one in a million (6.24×10^{-7}) excess cancer risk based on benzene groundwater concentrations in groundwater. There are no buildings on this site.

The consultant states approximately 37.5 cubic yards of soil remain on the site with over 100 mg/kg TPHg.

Other than removal of tanks, piping, dispensers and pumping of groundwater from tank cavity, no other form of active cleanup has occurred on the site. DEH concurs with the consultant's conclusions and recommendations and approves case closure."

Construction

With the redevelopment of the site, ground disturbance activities will occur, and as such, the site was reevaluated for Health and Safety measures and will implement a Soil Management Plan, as well as, a Health and Safety Plan as project design conditions. Both of the plans were evaluated and approved on July 13, 2016 by the County of San Diego – Department of Public Health.

Additionally, construction of the proposed project would entail routine transport of potentially hazardous materials, including gasoline, oil solvents, cleaners, and paint. Proper BMPs, preparation of a SWPPP, and hazardous material handling protocols would be required to ensure safe storage, handling, transport, use, and disposal of all hazard materials during the construction phase of the proposed project. Construction would also be required to adhere to any local standards set forth by the City of San Diego, as well as state and federal health and safety requirements that are intended to minimize hazardous materials risks to the public, such as California Occupational Safety and Health Administration (CalOSHA) requirements, the Hazardous Waste Control Act, the California Accidental Release Prevention (CalARP) program, the California Health and Safety Code, the site's Soil Management Plan, and the site's Health and Safety Plan. With the correct implementation of

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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these measures, all impacts would be less than significant.

Operations

From an operational perspective, the proposed project consists of an automated car wash tunnel and office area. The project will not transport, use, or dispose of significant amounts of hazardous materials requiring special control measures. The soaps and waxes used for car washing purposes are not hazardous. The small amount of oils and other substances used for maintenance of equipment will not be substantially hazardous and will be used in accordance with their labeling, thus the project will not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Any impacts would be less than significant.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Please see response VII(a). The approved Soil Management Plan will reduce the below a level of significance through the implementation of soil screening and sampling protocols, soil stockpiling protocols, dust and vapor controls, decontainment procedures, laboratory analysis of soil samples, and soil loading and disposal protocols. The approved Health and Safety Plan will reduce the below a level of significance through the implementation monitoring protocols, site safety controls, emergency planning practices and through proactive public notification of site activities. All in all, with correct implementation of these project design measures, any impacts will be reduced to a level below significance.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Please see response VII(a). The site is within one-quarter mile of an existing school, however the approved Soil Management Plan will reduce the below a level of significance through the implementation of soil screening and sampling protocols, soil stockpiling protocols, dust and vapor controls, decontainment procedures, laboratory analysis of soil samples, and soil loading and disposal protocols. The approved Health and Safety Plan will reduce the below a level of significance through the implementation monitoring protocols, site safety controls, emergency planning practices and through proactive public notification of site activities. Additionally, a project condition has been provided that an approved traffic control plan and trucking plan will be implemented and will avoid the transportation of materials near schools. All in all, with the proper implementation of

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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these project design measures, any impacts will be reduced to a level below significance.

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| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Please see response VII(a) and (b). With correct implementation of these project design measures, any impacts will be reduced to a level below significance.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two mile of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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The closest public airport is Montgomery Field, located approximately 3 miles east of the project site. The project site is located within the Airport Influence Area for Montgomery Field and also for MCAS Miramar, but is not within the Airport Noise 60-65 Decibel Zone. Construction of the proposed car wash facility would not introduce any new features that would create a flight hazards. The proposed development would not result in safety hazards for people residing or working in the project area. Impacts would not occur.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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The proposed project is not located within the vicinity of a private airstrip, as the surrounding land uses are largely commercial development and some multi-family in the vicinity. Therefore, the proposed project would not result in safety hazards for people residing or working in the project area, and no impacts would occur.

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| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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The proposed project would not alter an emergency response or evacuation plan. Emergency access the site will be provided from driveway entrances off of Balboa Avenue and at Mt. Abernathy Avenue, which was reviewed and approved by the Fire Department. As such, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant.

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h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project site is located within a developed urbanized commercial area. There are no wildland areas or other areas prone to wildfire within the vicinity of the project site. Therefore, the project would not expose people or structures to wildland fires. No impacts would not occur, and no mitigation measures are required.

IX. HYDROLOGY AND WATER QUALITY - Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The proposed project has been designed in a manner that avoids violating any water quality standards or waste discharge requirements. Specifically the project will employ Best Management Practices (BMP's) that will address this issue during construction and post-construction. The following is a discussion of the specific BMP measures that addresses this issue area within the submitted Water Quality Study BMP Report for the proposed project:

Prevention of illicit discharges into the MS4 - Compliance with Permit Requirements

Such BMP's include the Prevention of illicit discharges under the City's MS4 Permit. Compliance measures include having the site irrigation system shall be equipped with a smart controller and rain gauge to regulate onsite irrigation water, and avoid overwatering or watering on rainy days and utilization of recycling/reuse of wash water, in which discharges will be directed to the sanitary sewer system.

Identification the storm drain system using stenciling or signage

On-site drain inlets will be provided to be stamped "No Dumping - Drains to Ocean", or with similar wording, to the satisfaction of the City Engineer.

Protection of outdoor material storage areas from rainfall, run-on, runoff, and wind dispersal

As designed are no designated outdoor material storage areas for this project. Any outdoor material storage areas added post-development shall incorporate control measures and at a minimum the areas shall be covered and located outside of the path of roof water and surface drainage.

Protection of trash storage areas from rainfall, run-on, runoff, and wind dispersal

The proposed trash storage area for the project will be enclosed and covered. Trash receptacles are to be attached lids, and the lids will be kept closed at all times when not in use. The trash area will be equipped with a sign informing users that hazardous materials shall not be deposited into the trash.

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Utilization of any additional BMPs determined to be necessary by the Copermittee to minimize pollutant generation at each project site

The proposed car wash facility is self-contained, with a process in place for recycle and reuse of washwater. Discharge water will be connected directly to the sanitary sewer system. Additionally, the site's paved areas will be swept quarterly, to minimize build-up of sediment and debris and reduce the potential for sediment laden runoff discharged from the project site.

Maintain natural drainage pathways and hydrologic features

The site will provide permeable pavement, which will reduce the volume of runoff discharged from the project site through on-site storage and infiltration and there are no natural streams or water bodies within, or adjacent to, the project site.

Conservation natural areas, soils and vegetation

Vegetated areas are proposed to be located around the perimeter of, and throughout the proposed car wash development. Where possible, existing trees and vegetation are proposed to remain in their natural state. Where protection is infeasible, new plantings will incorporate native, drought tolerant species to help reduce irrigation requirements.

Minimization of impervious area

Landscape areas are proposed to be located around the perimeter of the project site. These areas shall remain untouched in their natural state, where possible. Otherwise, the surficial soils will be tilled and re-worked to allow for better infiltration of surface water.

Dispersion of impervious areas

The proposed car wash facility is the only impervious surface within the site's boundaries. The proposed parking lot and walkways will be constructed using pervious paving (per E.6. SD-6B Permeable Pavement). The roof drains for the facility will drain onto the pervious paving so the roof water will have the opportunity to infiltrate on-site.

Collection of runoff

Permeable paving will be utilized for all on-site walkways, drive aisles, and parking stalls. Drainage improvements on-site (inlets and pipes) are provided for collection and conveyance of storm volumes exceeding the storage/infiltration capacity of the pervious paving and landscaping.

Landscape with native or drought tolerant species

Where possible, existing vegetation is proposed to be protected in place. Where new landscaping is proposed, planting will incorporate native, drought-tolerant plant species in an effort to reduce watering requirements.

Overall compliance with the City of San Diego's Storm Water Standards along with the recommendations of the submitted Water Quality Study BMP Report for the proposed project would ensure that water quality impacts would not occur. As such, the proposed project would not violate any water quality standards or waste discharge requirements and impacts would be less than significant with the proceeding project design features.

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b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The proposed project has been designed in a manner which maximizes water efficiency through a recapture/recycling rate of 73 percent of all water used for operations. Approximately 6,000 gallons would be used on a daily basis. For comparison purposes, a residential unit uses 73.63 gallons per day (<http://projects.scpr.org/applications/monthly-water-use/city-of-san-diego/>), which means this project uses approximately 82 equivalent dwelling units (edu's). Per the City Significance Determination thresholds, the proposed project falls well below the criteria for Senate Bills 610 and 221. To address regional water capacity, the project will be required to pay all associated development impact and facility fees to the City that addresses this issue area. As such, a project of this scale would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. As such, any impacts would be less than significant no mitigation is required.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project as designed is not designed in manner which would substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site. The proposed on-site pervious paving area and detention basin will help to mitigate any associated flow increases prior to discharging along the southern boundary of the site. The project site does not show susceptibility to erosion, and substantial habitat alteration would not occur as a result of future development. Additionally, the proposed project would implement source control BMPs and LID features. As such, impacts would be less than significant incorporated project design features and no mitigation is required.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?

See response IX(a) and (c). Impacts would be less than significant with incorporated project design features and no mitigation is required.

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| e) 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

See response IX(a). As proposed that project will not 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. Impacts would be less than significant with incorporated project design features and no mitigation is required.

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| f) Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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See response IX(a). Impacts would be less than significant with incorporated project design features and no mitigation is required.

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| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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The project is not proposing housing within a 100-year flood hazard area; therefore, no impacts would occur.

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| h) Place within a 100-year flood hazard area, structures that would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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The project is not proposing structures within a 100-year flood hazard area; therefore, no impacts would occur.

X. LAND USE AND PLANNING – Would the project:

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| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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The proposed project is located within a developed urbanized area adjacent to an existing retail

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center. As designed, the project would not physically divide an established community. No impacts would result.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <p>b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The proposed project is consistent with the community plan's land use designation and zoning designation for a car-wash facility. Furthermore the site is located within a developed commercial neighborhood. No impacts would result.

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| <p>c) Conflict with any applicable habitat conservation plan or natural community conservation plan?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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The proposed project would not conflict with any applicable habitat conservation plan or natural community conservation plan. No impacts would result.

XI. MINERAL RESOURCES – Would the project?

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <p>a) 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?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The City of San Diego General Plan designates the project site and the surrounding area as Mineral Resource Zone 3 (MRZ-3). MRZ-3 areas are classified as areas containing mineral deposits, the significance of which cannot be evaluated from available data. This project site is located in a developed neighborhood not suitable for mineral extraction. Additionally, the site has never been used for mineral extraction. Therefore, the project would not result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the state. No impacts would occur.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <p>b) 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?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Please See Response XI(a). No impacts would occur.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XII. NOISE – Would the project result in:

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Construction

Short-term noise impacts would be associated with onsite grading, and construction activities for the project. Construction-related short-term noise levels would be higher than existing ambient noise levels in the project area, but would no longer occur once construction is completed. Sensitive receptors (e.g. multi-family residential uses) occur in the vicinity and may be temporarily affected by construction noise; however, construction activities would be required to comply with the construction hours specified in the City's Municipal Code (Section 59.5.0404, Construction Noise), which are intended to reduce potential adverse effects resulting from construction noise. With compliance to the City's construction noise requirements, project construction noise levels would be reduced to less than significant, and no mitigation measures are required.

Operational

Per "Balboa Express Carwash Noise Review, City of San Diego, CA – Memorandum #1", October 17, 2016, "Noise levels are projected to range between 38.6 to 59.9 dBA. During daytime hours (7AM to 10PM), the project's operational noise level does not exceed the City's allowable noise limit (based on land use). The project's projected operable hours are from 6AM to 10PM. Therefore, the project would comply with the City's daytime and evening noise ordinance." As such, any impacts would be less than significant, and no mitigation measures are required.

Traffic

As referenced under Table K-2 of Traffic Noise Significance Thresholds, the structure or outdoor useable area is less than 50 feet from a roadway with an existing or future ADT less than 40,000 ADT for a "Commercial, Retail, Industrial, Outdoor Spectator Sports Uses". The current and future ADT of Balboa Ave. and Mt. Abernathy Ave. are less than 40,000 ADT according to the SANDAG Transportation Forecast Information Center model. As such, any impacts would be less than significant, and no mitigation measures are required.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Generation of, excessive ground borne vibration or ground borne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

The amount of demolition (as there are currently no structures), grading and construction required for the proposed project is not anticipated to generate excessive groundborne vibrations or noise levels. Additionally, this project is not anticipated to include pile driving activities; therefore, groundborne vibration is not expected to occur. Due to the temporary nature of construction activities, impacts in this regard are considered to be less than significant

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Refer to XII(a). Impacts would be less than significant, and no mitigation measures are required.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Refer to XII(a). Impacts would be less than significant, and no mitigation measures are required.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) 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 expose people residing or working in the area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The closest public airport is Montgomery Field, located approximately 3 miles east of the project site. The project site is located within the Airport Influence Area for Montgomery Field and also for MCAS Miramar, but is not within the Airport Noise 60-65 Decibel Zone. Construction or operations of the proposed car wash facility would not introduce or expose people residing or working in the area to excessive noise levels as it relates to aircraft noise. As such, no impacts from this issue area are expected to occur.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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The proposed project is not located within the vicinity of a private airstrip; therefore, no impacts from this issue area are expected to occur.

XIII. POPULATION AND HOUSING - Would the project:

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Induce substantial 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"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The project site is located within a developed urbanized area and is surrounded by similar commercial development. The site previously received water and sewer service from the City and the infrastructure is already in place at the site. As such, the project would not substantially increase housing or population growth in the area. Minimal roadway improvements are proposed to serve the site but there are no extensions of roadways to service the proposed project. As such, any impacts would be less than significant.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

No existing housing would be demolished as a part of the project. No displacement of housing or residents would occur. No impacts would result.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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See Response XIII(b). No impacts would occur.

XIV. PUBLIC SERVICES

- a) Would the project result in substantial adverse physical impacts associated with the provisions of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service rations, response times or other performance objectives for any of the public services:

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|--------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| i) Fire Protection | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|

The project site is located in an urbanized area where fire protection services are already provided. Construction of the project would not adversely affect existing levels of fire protection services to the area, and would not require the construction of new, or expansion of, existing governmental facilities. The project would contribute to Development Impact Fees to address this issue regionally. Impacts would be less than significant, and no mitigation measures are required.

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|-----------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| ii) Police Protection | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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The project site is located in an urbanized and developed area within the City of San Diego where police protection services are already provided. Construction of the project would not adversely affect existing levels of police protection services to the area or create significant new demand for such services. Additionally, the project would not require the construction of new, or expansion of, existing governmental facilities. The project would contribute to Development Impact Fees to address this issue regionally. Any impacts would be less than significant, and no mitigation measures are required.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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iii) Schools	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project does not propose housing nor would it alter such facilities. Furthermore, the project would not induce growth that could increase the demand for schools in the area. No impacts would result.

v) Parks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project site is located within an urbanized developed area where City-operated parks are available. Furthermore, the project does not propose housing, but rather a commercial structure, which would not significantly increase the demand on existing neighborhood or regional parks or other recreational facilities over which presently exists; therefore, the project is not anticipated to result in a significant demand for parks

vi) Other public facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project site is located in an urbanized and developed area where City services are already available. Construction of the project would not require the construction of new, or expansion of, existing governmental facilities. No impacts would result.

XV. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project would not adversely affect the availability of and/or need for new or expanded recreational resources and would not significantly increase the use of existing neighborhood or regional parks or other recreational facilities. As such, no impacts related to recreational facilities have been identified, and no impacts would result.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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See response to XIV(a) above. The project does not propose recreation facilities, nor does it require the construction or expansion of any such facilities. No impacts would result.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XVI. TRANSPORTATION/TRAFFIC – Would the project?

- a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

The trip generation for the proposed project was calculated based on an alternative to the City of San Diego Traffic Impact Study Manual (May 2003) because the specifics of this proposal were not represented in the City's trip generation manual for automated car washes. In order to accomplish this review, two comparable sites were used for analysis and this methodology was approved by City Transportation staff. As such, the project is calculated to provide a cumulative 926 ADT with 69 cumulative inbound/outbound trips during the AM peak hour and 92 cumulative inbound/outbound trips during the PM peak hour. Street segment operations on Balboa Avenue and Mt. Abernathy Avenue are calculated to operate acceptably under existing conditions. Access to the proposed project would be provided via driveway access off of Balboa Avenue and Mt. Abernathy Avenue. More specifically, customers would enter the site from Balboa Avenue; proceed to the two-lane pay station; a gate arm would allow access once safe; enter the car wash tunnel, exit the tunnel and provide the option to go the vacuum stations, exit the site at Balboa Avenue or exit the site at Mount Abernathy Avenue.

As designed and as evaluated in detail by City Transportation staff, the project is not expected to conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. Impacts would be less than significant and no mitigation measures would be required.

- b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

The proposed project is not required to provide a Congestion Management Program analysis because it is calculated to generate less than 1,000 average daily trips and less than 92 peak-hour trips. In addition, the Implementation of the proposed project would not result in construction of

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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new public roadways, would not surpass the existing LOS D threshold of the City of San Diego, and would not conflict with any applicable Congestion Management Program guidelines. Therefore, impacts would be less than significant and no mitigation measures are required.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The proposed project is not located within any Airport Safety Zone, and is therefore not subject to compatible development guidelines, including those that apply to air traffic patterns. Project implementation would not result in a change in air traffic patterns at MCAS Miramar or Montgomery Air Field. In addition, the project is consistent with height and bulk regulations and is not at the scale which would result in a change in air traffic patterns. No impacts would result.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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The proposed project would be subject to City review and approval for consistency with all design requirements at the building permit phase to ensure that no impediments to emergency access would occur. Therefore, impacts would be less than significant and no mitigation measures are required.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Adequate emergency access would be provided during both short-term construction and long-term operations of the proposed project. Emergency access to the site will be provided from driveway entrances off of Balboa Avenue, at Mt. Abernathy Avenue and through internal circulation. As such, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

The proposed project will improve sidewalks/driveway aprons and pedestrian facilities surrounding the site. A new bus stop shelter is proposed for the site which was evaluated by the City transportation staff and will be implemented accordingly. The proposed project would not have the potential to conflict with transit, bicycle or pedestrian facilities, nor would the project decrease the

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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safety or performance of these facilities as evaluated by the City transportation staff. Any impacts would be less than significant and no mitigation measures are required.

XVII. TRIBAL CULTURAL RESOURCES- Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, 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:

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) 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 section 5020.1(k), or | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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No tribal cultural resources as defined by Public Resources Code section 21074 have been identified on the project site. Furthermore, the project site was not determined to be eligible for listing on either the State or local register of historical resources.

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| b) 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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No significant resources pursuant to subdivision (c) of Public Resources Code Section 5024.1 have been identified on the project site.

XVIII. UTILITIES AND SERVICE SYSTEMS – Would the project:

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

The proposed project has been designed in a manner that would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board and project will implement on-site treatment methods prior to discharge to the system. The project daily discharge to the sewer system is approximately 1,600 gallons per day after recapture rate of 73 percent of all water used for operations. To address regional wastewater capacity, the project will be required to pay all associated development impact and facility fees to the City that addresses long-term capacity needs. The existing sewer system adjacent to the site is sized sufficiently to serve this proposal and this was evaluated by the City of San Diego Public Utilities division, as such, any impact would be less than

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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significant, and no mitigation measures are required.

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|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|

The proposed project has been designed in a manner which maximizes water efficiency through a recapture/recycling rate of 73 percent of all water used for operations. Approximately 6,000 gallons would be used on a daily basis. For comparison purposes, a residential unit uses 73.63 gallons per day (<http://projects.scp.org/applications/monthly-water-use/city-of-san-diego/>), which means this project uses approximately 82 edu's. Per the City Significance Determination thresholds, the proposed project falls well below the criteria for Senate Bills 610 and 221. To address regional water and wastewater capacity, the project will be required to pay all associated development impact and facility fees to the City that addresses these issue areas. As such, a project of this scale on would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. As such, any impacts would be less than significant no mitigation is required.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Construction of this automated car wash facility does not have the scale to require the construction of new storm water drainage facilities or expansion of existing facilities or the construction of project would could would cause significant environmental effects affecting storm water drainage with incorporated project design features. To address regional storm drain capacity needs, the project will be required to pay all associated development impact and facility fees to the City for this issue area. Any impacts would be less than significant and no mitigation measures are required.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

The proposed project has been designed in a manner which maximizes water efficiency through a recapture/recycling rate of 73 percent of all water used for operations. Approximately 6,000 gallons would be used on a daily basis. For comparison purposes, a residential unit uses 73.63 gallons per day (<http://projects.scp.org/applications/monthly-water-use/city-of-san-diego/>), which means this project uses approximately 82 edu's. Per the City Significance Determination thresholds, the proposed project falls well below the criteria for Senate Bills 610 and 221. To address regional water capacity, the project will be required to pay all associated development impact and facility fees to the City that addresses this issue area. A project of this scale on would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. As such, any impacts would be

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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less than significant no mitigation is required.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| e) 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"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Construction of this automated car wash facility was determined by the City's wastewater treatment provider which serves the project (City of San Diego Public Utilities) that there is existing adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. As such, any impacts would be less than significant and no mitigation measures are required.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Construction and operation of this facility is not anticipated to generate a substantial amount of waste that would affect landfill capacity and any waste generated would fall well below the City significance thresholds for this issue area. It should be noted, the proposed project will be required to comply with the California Public Resources Code, which requires diversion of at least 50 percent of its solid waste from landfill disposal through source reduction, recycling, composting, and transformation. The City has enacted codes and policies aimed at helping the City to achieve this diversion level, including the Refuse and Recyclable Materials Storage Regulations (Municipal Code Chapter 14, Article 2 Division 8), Recycling Ordinance (Municipal Code Chapter 6, Article 6, Division 7), and the Construction and Demolition (C & D) Debris Deposit Ordinance (Municipal Code Chapter 6, Article 6, Division 6). As such, any impacts would be less than significant and no mitigation measures are required.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| g) Comply with federal, state, and local statutes and regulation related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Construction practices would comply with local, state, and federal regulations regarding the handling of building materials to ensure that waste minimization requirements are met. The project shall strive for a goal of 50 percent waste reduction for construction and demolition debris, consistent with the requirements of Chapter 6, Article 6, Division 6 of the Municipal Code and City policies regarding waste reduction, recycling, and product procurement.

The project would also divert waste generated during the occupancy phase. As stated in the WMP, the project will reduce waste and comply with all solid waste and recycling laws and regulations, including the guidelines set forth in AB 939 and AB 341, City Ordinances 0- 19420, 0-19694 and 0-

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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19678, and the City of San Diego's Municipal Code Refuse and Recyclable Materials Storage Regulations. Impacts related to compliance with solid waste regulations would be less than significant.

XIX. MANDATORY FINDINGS OF SIGNIFICANCE -

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <p>a) Does the project have the potential 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?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

The project will not impact any sensitive plants, plant communities, fish, wildlife or habitat for any sensitive species, as discussed in Section IV, Biological Resources. A minor volume of petroleum-contaminated soils will be removed and safely disposed of, to prevent harm to the environment or people nearby which will be addressed through the implementation of project design features as discussed in Section VIII, Hazards And Hazardous Materials. As such, there is no evidence to support a finding that the project would have the potential 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 animals. Given the long urbanized and previously disturbed character of the site and surroundings, adverse impacts to archaeological and paleontological resources are considered unlikely as discussed in Section V. Cultural Resources. All in all, the project will not degrade the quality of the environment, impact any habitat or species and will have less than significant impacts on important examples of California history and prehistory.

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| <p>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)?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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As proposed, there is no evidence to suggest that the project would have impacts that are cumulatively considerable, when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects as this is characterized as a small-scale infill project on a vacant previously developed site. The project would not impact agricultural, forestry, trees, mineral, population and housing, or recreational resources. As such, the project would not contribute to cumulative impacts to these resources. There are no planned or

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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proposed developments in the immediate project site vicinity that could contribute to cumulative aesthetic and noise and vibration impacts. The project’s geology and soils, hazardous materials, and hydrology and water quality impacts are specific to the project site and would not contribute to cumulative impacts elsewhere and will be addressed through the implementation project design features (Soil Management Plan, Health and Safety Plan, etc.) and the payment of development impact and facility fees. Implementation of the project would marginally contribute to the expansion of regional water supplies, but the project’s individual impacts would have a less than significant (cumulative) water supply impact with the implementation of project design features (on-site water recycling) and through the payment of development impact and facility fees. Additionally, implementation of the project would marginally contribute to global GHG emissions, but the project’s individual GHG emissions would have a less than significant (cumulative) GHG impact with the implementation of project design features as required by the City’s Climate Action Plan. The proposed project is consistent with the development assumptions in the General Plan and Clairemont Mesa Community Plan. For these reasons, the project would not result in significant cumulative impacts.

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

In terms of the project causing substantial adverse effects on human beings, either directly or indirectly as there are no significant geological, hydrologic, or natural hazards affecting the site development, as discussed in Sections VI through IX. Redevelopment of the site would not physically divide any neighborhood or established community area, and would not displace any persons or any housing units as discussed in Section XIII, Population and Housing. As discussed in Section VIII, Hazards And Hazardous Materials, with the proper implementation of the site’s Soil Management Plan and Health and Safety Plan, impacts to humans directly or indirectly will be minimized and addressed fully. As discussed in Section XII Noise, Short-term noise impacts would be associated with onsite grading, and construction activities for the project, but would no longer occur once construction is completed and all construction activities would be required to comply with the construction hours specified in the City’s Municipal Code (Section 59.5.0404, Construction Noise). From an operational perspective, the site was modeled for noise impacts and was found comply with day and nighttime thresholds, as such, no long-term impacts from noise were found and the project. Additionally, the project would be required to comply with Section 59.5.0401 of the City’s Noise Ordinance under the operational functions, which is enforced by the City.

INITIAL STUDY CHECKLIST

REFERENCES

I. Aesthetics / Neighborhood Character

- City of San Diego General Plan.
- Community Plans: Clairemont Mesa Community Plan
- Site Specific Report: Proposed Site Exhibit, Architectural Drawings

II. Agricultural Resources & Forest Resources

- City of San Diego General Plan
- U.S. Department of Agriculture, Soil Survey - San Diego Area, California, Part I and II, 1973
- California Agricultural Land Evaluation and Site Assessment Model (1997)
- Site Specific Report:

III. Air Quality

- California Clean Air Act Guidelines (Indirect Source Control Programs) 1990
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- Site Specific Report:

IV. Biology

- City of San Diego, Multiple Species Conservation Program (MSCP), Subarea Plan, 1997
- City of San Diego, MSCP, "Vegetation Communities with Sensitive Species and Vernal Pools" Maps, 1996
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- Community Plan - Resource Element
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- City of San Diego Land Development Code Biology Guidelines

Site Specific Report:

V. Cultural Resources (includes Historical Resources)

City of San Diego Historical Resources Guidelines

City of San Diego Archaeology Library

Historical Resources Board List

Community Historical Survey:

Site Specific Report:

VI. Geology/Soils

City of San Diego Seismic Safety Study

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VII. Greenhouse Gas Emissions

Site Specific Report: Climate Action Plan (CAP) Checklist, 469903/Balboa Express Carwash, October 25, 2016

VIII. Hazards and Hazardous Materials

San Diego County Hazardous Materials Environmental Assessment Listing

State Water Resources Control Board GeoTracker: <http://geotracker.waterboards.ca.gov/>

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FAA Determination

State Assessment and Mitigation, Unauthorized Release Listing, Public Use Authorized

- Airport Land Use Compatibility Plan
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IX. Hydrology/Water Quality

- Flood Insurance Rate Map (FIRM)
- Federal Emergency Management Agency (FEMA), National Flood Insurance Program-Flood Boundary and Floodway Map
- Clean Water Act Section 303(b) list, http://www.swrcb.ca.gov/tmdl/303d_lists.html
- Southern California Public Radio, August Monthly Water Use by the City Of San Diego <http://projects.scpr.org/applications/monthly-water-use/city-of-san-diego/>
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X. Land Use and Planning

- City of San Diego General Plan
- Community Plan: Clairemont Mesa
- Airport Land Use Compatibility Plan
- City of San Diego Zoning Maps

FAA Determination

Other Plans:

XI. Mineral Resources

City of San Diego General Plan

California Department of Conservation - Division of Mines and Geology, Mineral Land Classification

Division of Mines and Geology, Special Report 153 - Significant Resources Maps

Site Specific Report:

XII. Noise

City of San Diego General Plan

Community Plan

San Diego International Airport - Lindbergh Field CNEL Maps

Brown Field Airport Master Plan CNEL Maps

Montgomery Field CNEL Maps

San Diego Association of Governments - San Diego Regional Average Weekday Traffic Volumes

San Diego Metropolitan Area Average Weekday Traffic Volume Maps, SANDAG

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City of San Diego Paleontological Guidelines

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XIV. Population / Housing

___ City of San Diego General Plan

___ Community Plan

___ Series 11/Series 12 Population Forecasts, SANDAG

___ Other:

XV. Public Services

X City of San Diego General Plan

___ Community Plan

XVI. Recreational Resources

X City of San Diego General Plan

___ Community Plan

___ Department of Park and Recreation

___ City of San Diego - San Diego Regional Bicycling Map

___ Additional Resources:

XVII. Transportation / Circulation

X City of San Diego Traffic Impact Study Manual, May 2003

___ Community Plan

X San Diego Metropolitan Area Average Weekday Traffic Volume Maps, SANDAG

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X Site Specific Report: Balboa Car Wash Project – Comparable Site Queue Observations - TJW
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XVIII. Utilities

X City of San Diego General Plan

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XIX. Water Conservation

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