

November 8, 2007

**CEQA Initial Study - Environmental Checklist Form  
(Based on the State CEQA Guidelines, Appendix G Rev. 10/04)**

1. Project Number(s)/Environmental Log Number/Title:  
  
P05-036, TPM 20974, Log No. 05-14-038/Black Gold
  
2. Lead agency name and address:  
County of San Diego, Department of Planning and Land Use  
5201 Ruffin Road, Suite B,  
San Diego, CA 92123-1666
  
3. a. Contact Mark Slovick, Project Manager  
b. Phone number: (858) 495-5172  
c. E-mail: Mark.Slovick@sdcounty.ca.gov.
  
4. Project location:  
  
Olde Highway 80, East of Lake Jennings Road in the Lakeside Community  
Planning Area within Unincorporated San Diego County  
  
Thomas Brothers Coordinates: Page 1232, Grid G/5
  
5. Project Applicant name and address:  
  
Brock Parry, c/o Black Gold, LLC, 9338 Bond Avenue, El Cajon, CA 92021
  
6. General Plan Designation:
7. Community Plan: Lakeside  
Land Use Designation: (13) General Commercial  
Density: - du/- acre(s)
  
8. Zoning  
Use Regulation: C36 (General Commercial)  
Minimum Lot Size: - acre(s)  
Special Area Regulation: B; Design Review

9. Description of project

The project is a Tentative Parcel Map and Major Use Permit to create three parcels that if approved, would provide for the development of the following:

- a. A 16,800 square-foot warehouse building with a maximum height of 27 feet 9 inches with grade and dock level loading. The warehouse building will be setback approximately 70 feet from the centerline of Old Highway 80 and will be partially screened from view by decorative retaining walls and landscaping. The exterior of the warehouse will consist of colored split-faced CMU block with accent colored split-faced CMU block. From the top of the colored CMU block to the top of the building will be spandrel glass. Two signs will be placed on the warehouse building, which will be visible along the southern elevation; one along the west elevation and one to the east. Each sign will consist of 2-foot tall surfaced mounted (stand-off) cast metal (or similar) painted signage letters. White vinyl windows will also be placed on the buildings ground level along the east and west elevations. Along the north elevation will be six factory pre-finished hollow metal roll-up doors. Lighting will be placed only along the interior side of the building, directly above the roll-up doors.
- b. A one-story 4,000 square-foot office building with two conference rooms, file room, men's locker, break room, computer storage room, waiting room, office areas and two bathrooms will be constructed 71 feet 6 inches back from Old Highway 80. The building will be a maximum height of 19 feet from grade. The building exterior will consist of colored split-faced CMU block or sand finished stucco. For architectural highlights, the building has incorporated stone veneer, a painted HM door, painted foam cornice molding and white vinyl windows. All roof-mounted mechanical equipment will be screened from view behind parapets, which will be finished with a sand colored stucco.
- c. A 1,400 square-foot car wash with equipment room and office area. The car wash will be a maximum height of 16 feet 9 inches and will consist of either colored split-faced CMU block or a sand finished stucco. To add to the character of the building, painted foam cornice molding, white vinyl windows, a painted HM door and two heavy wood timber trellises have been added to the exterior. All carwash equipment will be kept inside the building within the associated equipment room.
- d. A 1,800 square-foot eating and drinking establishment, which is labeled as a Starbucks coffee shop. The building will have a drive-through, a food and drink preparation area, a lobby area and two restrooms. The building will be a maximum of 22 feet in height and will be colored with sand colored stucco or colored split-faced CMU. The exterior will also consist of painted foam cornice molding, white vinyl windows, a painted HM door

and six signs that consist of integrally illuminated channelized metal can letters. All roof mounted canopy equipment will be screened behind entry parapets, which will be finished with sand colored stucco.

- e. Three fuel canopies and one carwash canopy that consist of sheet metal cladding over a steel framed canopy. All lighting is to be under-canopy HID. Also, the steel canopy posts will be painted to match the other proposed structures on-site. Fuel canopy "A" will be 65 feet 11 inches x 60 feet 4½-inches, canopy "B" will be 24 feet x 93 feet 2 inches, the alternate fuel canopy will be 30 feet x 20 feet, the parking canopy will be 20 feet x 84 feet and the car wash canopy will be 40 feet x 18 feet.
- f. A 35-foot high monument sign with four plaques located at the northeast property boundary, situated toward Interstate 8.

These buildings will be connected with walkways, landscaped areas and lunch areas. The building layouts and designs were chosen to create a uniform commercial center within the Lakeside Community Planning Area. Other improvements include:

- A new parking area that consists of 40 standard parking spaces, 12 truck spaces and 4 handicapped accessible spaces;
- Two trash enclosures that will be screened from public view;
- Decorative metal railing fencing and CMU retaining walls that are covered with smooth plaster.

The project site is located on Olde Highway 80 in the Lakeside Community Planning Group, within unincorporated San Diego County. The site is subject to the General Plan Regional Category Current Urban Development Area, Land Use Designation (13) General Commercial. Zoning for the site is C36. Access would be provided by a driveway connecting to Olde Highway 80. The project would be served by sewer and imported water from the Padre Dam Municipal Water District Water District. No extension of sewer or water utilities will be required by the project. Earthwork will consist of cut and fill of 66,100 cubic yards of material. The project will also export 61,300 cubic yards of material. The project includes the following off-site improvements: installation of a traffic signal at the intersection of Olde Highway 80 and Lake Jennings Park Road, improve Olde Highway 80 in accordance with Public Road Standards to a one-half graded width of fifty-feet (50') with forty-one feet (41') of asphalt concrete pavement over approved base with Portland cement concrete curb, gutter and sidewalk with face of curb at forty-one feet (41') from centerline to the satisfaction of the Director of Public Works.

10. Surrounding land uses and setting:

Lands surrounding the project site are used for commercial and residential use types. The topography of the project site and adjacent land is between 15 to 25% average slope. The site is located within 100 feet of Highway 8.

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

<b>Permit Type/Action</b>	<b>Agency</b>
Landscape Plans	County of San Diego
Major Use Permit	County of San Diego
Tentative Parcel Map Amendment of Conditions Expired Map Revised Map Time Extension	County of San Diego
County Right-of-Way Permits Construction Permit Excavation Permit Encroachment Permit	County of San Diego
Grading Permit Grading Permit Plan Change	County of San Diego
Improvement Plans	County of San Diego
State Highway Encroachment Permit	CalTrans
Water District Approval	Padre Dam Municipal Water District
Sewer District Approval	Lakeside Sanitation District
Fire District Approval	Lakeside Fire Protection District

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

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> <u>Aesthetics</u>                      | <input type="checkbox"/> <u>Agricultural Resources</u>                        | <input type="checkbox"/> <u>Air Quality</u>                       |
| <input checked="" type="checkbox"/> <u>Biological Resources</u> | <input type="checkbox"/> <u>Cultural Resources</u>                            | <input type="checkbox"/> <u>Geology &amp; Soils</u>               |
| <input type="checkbox"/> <u>Hazards &amp; Haz. Materials</u>    | <input type="checkbox"/> <u>Hydrology &amp; Water Quality</u>                 | <input type="checkbox"/> <u>Land Use &amp; Planning</u>           |
| <input type="checkbox"/> <u>Mineral Resources</u>               | <input type="checkbox"/> <u>Noise</u>   | <input type="checkbox"/> <u>Population &amp; Housing</u>          |
| <input type="checkbox"/> <u>Public Services</u>                 | <input type="checkbox"/> <u>Recreation</u>                                    | <input checked="" type="checkbox"/> <u>Transportation/Traffic</u> |
| <input type="checkbox"/> <u>Utilities &amp; Service Systems</u> | <input checked="" type="checkbox"/> <u>Mandatory Findings of Significance</u> |   |

**DETERMINATION:**

On the basis of this initial evaluation:

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

\_\_\_\_\_  
Signature

Mark Slovick  
\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
November 8, 2007

Date

\_\_\_\_\_  
Land Use/Environmental Planner  
Title

## **INSTRUCTIONS ON EVALUATION OF ENVIRONMENTAL IMPACTS**

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

**I. AESTHETICS** -- Would the project:

a) Have a substantial adverse effect on a scenic vista?

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

Discussion/Explanation:

**Less Than Significant Impact:** Scenic vistas are singular vantage points that offer unobstructed views of valued viewsheds, including areas designated as official scenic vistas along major highways. Based on a visual analysis submitted on October 14, 2005, the proposed project is located near or within the viewshed of a scenic vista. The viewshed and visible components of the landscape within that viewshed, including the underlying landform and overlaying landcover, establish the visual environment for the scenic vista. The visual environment of the subject scenic vista extends from Interstate 8 along the northern property boundary; and the visual composition consists of gentle slopes with non native grassland .

The proposed project is Tentative Parcel Map and Major Use Permit to subdivide the parcel into three lots for the development of a car wash and eating and drinking establishment. The project is compatible with the existing visual environments in terms of visual character and quality for the following reasons: the site is located in a commercial area that is developed with commercial use types. The proposed project is consistent with the surrounding visual character and quality and will not impact the scenic vista.

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

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

Discussion/Explanation:

**No Impact:** State scenic highways refer to those highways that are officially designated. A scenic highway is officially designated as a State scenic highway when the local jurisdiction adopts a scenic corridor protection program, applies to the California Department of Transportation for scenic highway approval, and receives notification from Caltrans that the highway has been designated as an official Scenic Highway. Based on a visual analysis, the proposed project is not located near or visible within the same composite viewshed as a State scenic highway and will not change the visual composition of an existing scenic resource within a State scenic highway. Generally, the area defined within a State scenic highway is the land adjacent to and

visible from the vehicular right-of-way. The dimension of a scenic highway is usually identified using a motorist's line of vision, but a reasonable boundary is selected when the view extends to the distant horizon. The project site is located off Olde Highway 80 and Interstate 8, which are not scenic highways. Therefore, the proposed project will not have any substantial adverse effect on a scenic resource within a State scenic highway.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

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

Discussion/Explanation:

**Less Than Significant Impact:** Visual character is the objective composition of the visible landscape within a viewshed. Visual character is based on the organization of the pattern elements line, form, color, and texture. Visual character is commonly discussed in terms of dominance, scale, diversity and continuity. Visual quality is the viewer's perception of the visual environment and varies based on exposure, sensitivity and expectation of the viewers. The existing visual character and quality of the project site and surrounding can be characterized as sporadic with intermittent commercial use types along the Interstate 8.

The proposed project is a car wash and eating and drinking establishment. The project is compatible with the existing visual environment's visual character and quality for the following reasons: the surrounding area is developed with similar commercial use types due to the proximity of the freeway.

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

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

Discussion/Explanation:

**Less Than Significant Impact:** The project proposes a minor commercial subdivision, which may include outdoor lighting. Any future outdoor lighting pursuant to this project shall be required to meet the requirements of the County of San Diego Zoning Ordinance (Section 6322-6326) and the Light Pollution Code (Section 59.101-59.115).

In addition, the proposed project will control outdoor lighting and sources of glare in the following ways:

1. The project will not install outdoor lighting that directly illuminates neighboring properties.
2. The project will not install outdoor lighting that would cast a direct beam angle towards a potential observer, such as a motorists, cyclist or pedestrian.
3. The project will not install outdoor lighting for vertical surfaces such as buildings, landscaping, or signs in a manner that would result in useful light or spill light being cast beyond the boundaries of intended area to be lit.
4. The project will not install any highly reflective surfaces such as glare-producing glass or high-gloss surface color that will be visible along roadways, pedestrian walkways, or in the line of sight of adjacent properties.

The project will not contribute to significant cumulative impacts on day or nighttime views because the project will conform to the Light Pollution Code. The Code was developed by the San Diego County Department of Planning and Land Use and Department of Public Works in cooperation with lighting engineers, astronomers, land use planners from San Diego Gas and Electric, Palomar and Mount Laguna observatories, and local community planning and sponsor groups to effectively address and minimize the impact of new sources light pollution on nighttime views. The standards in the Code are the result of this collaborative effort and establish an acceptable level for new lighting. Compliance with the Code is required prior to issuance of any building permit for any project. Mandatory compliance for all new building permits ensures that this project in combination with all past, present and future projects will not contribute to a cumulatively considerable impact. Therefore, compliance with the Code ensures that the project will not create a significant new source of substantial light or glare, which would adversely affect daytime or nighttime views in the area, on a project or cumulative level.

In addition, the project's outdoor lighting is controlled through the Major Use Permit, which further limits outdoor lighting through strict controls. Therefore, compliance with the Code, in combination with the outdoor lighting and glare controls listed above ensures that the project will not create a significant new source of substantial light or glare.

**II. AGRICULTURAL RESOURCES** -- Would the project:

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

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

Discussion/Explanation:

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

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

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

Discussion/Explanation:

**No Impact:** The project site is zoned C36, which is not considered to be an agricultural zone. Additionally, the project site's land is not under a Williamson Act Contract. Therefore, the project does not conflict with existing zoning for agricultural use, or a Williamson Act Contract.

c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Important Farmland or other agricultural resources, to non-agricultural use?

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

Discussion/Explanation:

The surrounding area has agricultural commodities. As a result, the proposed project was reviewed by the project manager Mark Slovick and was determined not to have significant adverse impacts related to the conversion of Prime Farmland, Unique Farmland, Farmland of Statewide or Local Importance or active agricultural operations to a non-agricultural use for the following reasons:

- Active agricultural operations are separated from proposed land uses on the project site by 1,400 feet of developed single family residences and commercial use types.

- Active agricultural operations in the surrounding area are already interspersed with single family residential uses and the proposed use would not significantly change the existing land uses in the area, resulting in a change that could convert agricultural operations to a non-agricultural use.

Therefore, no potentially significant project or cumulative level conversion of Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Farmland of Local Importance to a non-agricultural use will occur as a result of this project.

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

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

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

Discussion/Explanation:

**Less Than Significant Impact:** The project proposes development that was anticipated in SANDAG growth projections used in development of the RAQS and SIP. Operation of the project will not result in emissions of significant quantities of criteria pollutants listed in the California Ambient Air Quality Standards or toxic air contaminants as identified by the California Air Resources Board. As such, the proposed project is not expected to conflict with either the RAQS or the SIP. In addition, the project is consistent the SANDAG growth projections used in the RAQS and SIP, therefore, the project will not contribute to a cumulatively considerable impact.

- b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

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

Discussion/Explanation:

In general, air quality impacts from land use projects are the result of emissions from motor vehicles, and from short-term construction activities associated with such projects. The San Diego County Air Pollution Control District (SDAPCD) has established screening-level criteria for all new source review (NSR) in APCD Rule 20.2. For CEQA purposes, these screening-level criteria can be used as numeric methods to

demonstrate that a project's total emissions (e.g. stationary and fugitive emissions, as well as emissions from mobile sources) would not result in a significant impact to air quality. Since APCD does not have screening-level criteria for emissions of volatile organic compounds (VOCs), the use of the screening level for reactive organic compounds (ROC) from the CEQA Air Quality Handbook for the South Coast Air Basin (SCAB), which has stricter standards for emissions of ROCs/VOCs than San Diego's, is appropriate. However, the eastern portions of the county have atmospheric conditions that are characteristic of the Southeast Desert Air Basin (SEDAB). SEDAB is not classified as an extreme non-attainment area for ozone and therefore has a less restrictive screening-level. Projects located in the eastern portions of the County can use the SEDAB screening-level threshold for VOCs.

**Less Than Significant Impact:** The project proposes a three lot subdivision for three commercial buildings, including a car wash and eating and drinking establishment. However, grading operations associated with the construction of the project would be subject to County of San Diego Grading Ordinance, which requires the implementation of dust control measures. Emissions from the construction phase would be minimal and localized, resulting in pollutant emissions below the screening-level criteria established by SDAPCD Rule 20.2 and by the South Coast Air Quality Management District (SCAQMD) CEQA Air Quality Handbook section 6.2 and 6.3. In addition, the vehicle trips generated from the project will result in 1,863 Average Daily Trips (ADTs). According to the Bay Area Air Quality Management District CEQA Guidelines for Assessing the Air Quality Impacts of Projects and Plans, projects that generate less than 2,000 ADT are below the Screening-Level Criteria established by SDAPCD Rule 20.2 and by the SCAQMD CEQA Air Quality Handbook section 6.2 and 6.3 for criteria pollutants. As such, the project will not violate any air quality standard or contribute substantially to an existing or projected air quality violation.

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

Discussion/Explanation:

San Diego County is presently in non-attainment for the 1-hour concentrations under the California Ambient Air Quality Standard (CAAQS) for Ozone (O<sub>3</sub>). San Diego County is also presently in non-attainment for the annual geometric mean and for the 24-hour concentrations of Particulate Matter less than or equal to 10 microns (PM<sub>10</sub>) under the CAAQS. O<sub>3</sub> is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO<sub>x</sub>) react in the presence of sunlight. VOC sources include any source that burns fuels (e.g., gasoline, natural gas, wood, oil); solvents; petroleum processing and

storage; and pesticides. Sources of PM<sub>10</sub> in both urban and rural areas include: motor vehicles, wood burning stoves and fireplaces, dust from construction, landfills, agriculture, wildfires, brush/waste burning, and industrial sources of windblown dust from open lands.

**Less Than Significant Impact:** Air quality emissions associated with the project include emissions of PM<sub>10</sub>, NO<sub>x</sub> and VOCs from construction/grading activities, and VOCs as the result of increase of traffic from operations at the facility. However, grading operations associated with the construction of the project would be subject to County of San Diego Grading Ordinance, which requires the implementation of dust control measures. Emissions from the construction phase would be minimal and localized, resulting in PM<sub>10</sub> and VOC emissions below the screening-level criteria established by SDAPCD Rule 20.2 and by the South Coast Air Quality Management District (SCAQMD) CEQA air quality handbook section 6.2 and 6.3. The vehicle trips generated from the project will result in 1,229 Average Daily Trips (ADTs). According to the Bay Area Air Quality Management District CEQA Guidelines for Assessing the Air Quality Impacts of Projects and Plans, projects that generate less than 2,000 ADT are below the Screening-Level Criteria established by SDAPCD Rule 20.2 and by the SCAQMD CEQA air quality handbook section 6.2 and 6.3 for VOCs and PM<sub>10</sub>.

In addition, a list of past, present and future projects within the surrounding area were evaluated and none of these projects emit significant amounts of criteria pollutants. Refer to XVII. Mandatory Findings of Significance for a comprehensive list of the projects considered. The proposed project as well as the past, present and future projects within the surrounding area, have emissions below the screening-level criteria established by SDAPCD Rule 20.2 and by the SCAQMD CEQA air quality handbook section 6.2 and 6.3, therefore, the construction and operational emissions associated with the proposed project are not expected to create a cumulatively considerable impact nor a considerable net increase of PM<sub>10</sub>, or any O<sub>3</sub> precursors.

d) Expose sensitive receptors to substantial pollutant concentrations?

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

Discussion/Explanation:

Air quality regulators typically define sensitive receptors as schools (Preschool-12<sup>th</sup> Grade), hospitals, resident care facilities, or day care centers, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality.

**No Impact:** Based the location of the project, sensitive receptors have not been identified within a quarter-mile (the radius determined by the SCAQMD in which the dilution of pollutants is typically significant) of the proposed project. Furthermore, no

point-source emissions of air pollutants (other than vehicle emissions) are associated with the project. As such, the project will not expose sensitive populations to excessive levels of air pollutants.

e) Create objectionable odors affecting a substantial number of people?

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

Discussion/Explanation:

**Less Than Significant Impact:** The project could produce objectionable odors, which would result from volatile organic compounds, ammonia, carbon dioxide, hydrogen sulfide, methane, alcohols, aldehydes, amines, carbonyls, esters, disulfides dust and endotoxins from the construction and operational phases. However, these substances, if present at all, would only be in trace amounts (less than  $1 \mu\text{g}/\text{m}^3$ ). Subsequently, no significant air quality – odor impacts are expected to affect surrounding receptors. Moreover, the affects of objectionable odors are localized to the immediate surrounding area and will not contribute to a cumulatively considerable odor.

**IV. BIOLOGICAL RESOURCES** -- Would the project:

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

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

Discussion/Explanation:

**Less than Significant with Mitigation Incorporated:**

Biological resources on the project site were evaluated by Robin Church of RC Biological Consulting, Inc., in a Biological Resources map dated August 24, 2006. The site is 3.9 acres and the project proposes a Major Use Permit and Tentative Parcel Map to develop and operate a car wash, office building, eating and drinking establishment, warehouse and commercial fueling center. The area surrounding the project site is highly developed with interstate 8 adjacent to the northern property line and Old Highway 80 adjacent to southern property line. There are also commercial uses directly west of the parcel and industrial uses to the east of the parcel. The site is located within the Metro-Lakeside-Jamul segment of the County's Multiple Species Conservation Program (MSCP) and is therefore subject to the Biological Mitigation Ordinance (BMO).

The site consists 0.19 acre of disturbed habitat and 3.76 acre of non-native grassland. Off site mitigation purchases within MSCP will be for 1.88 acres of non-native grassland. No sensitive plant species or animal species were observed on-site.

Staff has determined that although the site supports biological habitat, implementation of the mitigation measures described above will ensure that project impacts will not result in substantial adverse effects, or have a cumulatively considerable impact to 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 or U.S. Fish and Wildlife Service. All potentially significant impacts will be reduced to a level below significance.

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

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

Discussion/Explanation:

**Less Than Significant Impact:**

The Biological Resources map prepared by RC Biological Consulting, Inc. and dated August 24, 2006 determined that the proposed project does not contain and riparian habitat and no sensitive plant or animal species were observed on-site. Off site mitigation purchases within MSCP will be for 1.88 acres of non-native grassland. Therefore, impacts are considered less than significant since no direct or indirect impacts are expected to occur to any riparian habitats or sensitive natural community.

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

Discussion/Explanation:

**No Impact:**

The proposed project site does not contain any wetlands as defined by Section 404 of the Clean Water Act, including, but not limited to, marsh, vernal pool, stream, lake, river or water of the U.S., that could potentially be impacted through direct removal, filling,

hydrological interruption, diversion or obstruction by the proposed development. Therefore, no impacts will occur to wetlands defined by Section 404 of the Clean Water Act in which the Army Corps of Engineers maintains jurisdiction over.

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

Discussion/Explanation:

**Less than Significant Impact:**

Based on an analysis of the County's Geographic Information System (GIS) records, and the County's Comprehensive Matrix of Sensitive Species staff have determined that the site has limited biological value. The site predominantly contains developed and non native grassland habitat. This undeveloped parcel is isolated and surrounded by development on all sides. Old Highway 80 and interstate 8 run east to west adjacent to parcel preventing any movement north or south of the parcel. The adjacent parcels to the east and west are also developed preventing any type of movement. Therefore, it is not expected that the proposed project would result in impedance of the movement of any native resident or migratory fish or wildlife species, the use of an established native resident or migratory wildlife corridors, and/or the use of native wildlife nursery sites.

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

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

Discussion/Explanation:

**Less than Significant Impact:**

Refer to the attached Ordinance Compliance Checklist for further information on consistency with any adopted Habitat Conservation Plan, Natural Communities Conservation Plan, other approved local, regional or state habitat conservation plan, including, Habitat Management Plans (HMP) Special Area Management Plans (SAMP) or any other local policies or ordinances that protect biological resources including the Multiple Species Conservation Program (MSCP), Biological Mitigation Ordinance, Resource Protection Ordinance (RPO), Habitat Loss Permit (HLP).

**V. CULTURAL RESOURCES** -- Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?

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

Discussion/Explanation:

**No Impact:** Based on an analysis of County of San Diego archaeology and historical resource files, archaeological records, maps, and aerial photographs by County of San Diego staff archaeologist, Gail Wright on November 23, 2005, it has been determined that this vacant project site does not contain any significant historical resources.

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

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

Discussion/Explanation:

**No Impact:** Based on an analysis of County of San Diego archaeology resource files, archaeological records, maps, and aerial photographs by County of San Diego staff archaeologist, Gail Wright on November 23, 2005, it has been determined that the project site does not contain any archaeological resources. Although several sites have been identified within a mile radius of the project area, the subject parcel has been severely disturbed as Interstate 8 is directly to the north and Old Highway 80 directly to the south. The parcels to the east and west have been commercially developed. Because of a low probability of finding cultural resources on this disturbed 3.91-acre parcel, no staff field survey was required.

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

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

Discussion/Explanation:

**No Impact:** A review of the paleontological maps provided by the San Diego Museum of Natural History indicates that the project is located on igneous rock and has no potential for producing fossil remains. Additionally, based on a site visit by Gail Wright on November 23, 2005, no known unique geologic features were identified on the property or in the immediate vicinity.

d) Disturb any human remains, including those interred outside of formal cemeteries?

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

Discussion/Explanation:

**No Impact:** Based on an analysis of records by a County of San Diego staff archaeologist), Gail Wright, on November 23, 2005, it has been determined that the project will not disturb any human remains because the project site does not include a formal cemetery or any archaeological resources that might contain interred human remains.

**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.

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

Discussion/Explanation:

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

- ii. Strong seismic ground shaking?

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

Discussion/Explanation:

**No Impact:** The Uniform Building Code (UBC) and the California Building Code (CBC) classifies all San Diego County with the highest seismic zone criteria, Zone 4. However, the project is not located within 5 kilometers of the centerline of a known active-fault zone as defined within the Uniform Building Code's Maps of Known Active Fault Near-Source Zones in California. In addition, the project will have to conform to the Seismic Requirements -- Chapter 16 Section 162- *Earthquake Design* as outlined within the California Building Code. Section 162 requires a soils compaction report with proposed foundation recommendations to be approved by a County Structural Engineer before the issuance of a building or grading permit. Therefore, there will be no impact from the exposure of people or structures to potential adverse effects from strong seismic ground shaking as a result of this project.

iii. Seismic-related ground failure, including liquefaction?

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

Discussion/Explanation:

**No Impact:** The geology of the project site is identified as alluvial river valleys/basins, or coastal marine/non-marine granular. This geologic environment is not susceptible to ground failure from seismic activity. In addition, the site is not underlain by poor artificial fill or located within a floodplain. Therefore, there will be no impact from the exposure of people to adverse effects from a known area susceptible to ground failure.

iv. Landslides?

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

Discussion/Explanation:

**No Impact:** The site is not located within a landslide susceptibility zone. Also, staff has determined that the geologic environment of the project area has a low probability to be located within an area of potential or pre-existing conditions that could become unstable in the event of seismic activity.

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

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

Discussion/Explanation:

**No Impact:** According to the Soil Survey of San Diego County, the soils on-site are identified as EsE2 and EsC that has a soil erodibility rating of "slight" as indicated by the Soil Survey for the San Diego Area, prepared by the US Department of Agriculture, Soil Conservation and Forest Service dated December 1973. Moreover, the project will not result in unprotected erodible soils; will not alter existing drainage patterns; is not located in a floodplain, wetland, or significant drainage feature; and will not develop steep slopes. The project will result in site disturbance and grading of 63,700 cubic yards of excavation, 2,400 cubic yards of fill and 61,300 cubic yards of export. However, the project is required to comply with the San Diego County Code of Regulations, Title 8, Zoning and Land Use Regulations, Division 7, Sections 87.414 (DRAINAGE - EROSION PREVENTION) and 87.417 (PLANTING). Due to these factors, it has been found that the project will not result in substantial soil erosion or the loss of topsoil.

c) Will the project produce unstable geological conditions that will result in adverse impacts resulting from landslides, lateral spreading, subsidence, liquefaction or collapse?

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

Discussion/Explanation:

**No Impact:** The project is not located on or near geological formations that are unstable or would potentially become unstable as a result of the project. For further information refer to VI Geology and Soils, Question a., i-iv listed above.

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

Discussion/Explanation:

**No Impact:** The project does not contain expansive soils as defined by Table 18-I-B of the Uniform Building Code (1994). The soils on-site are EsC. These soils have a shrink-swell behavior of low and represent no substantial risks to life or property. Therefore, the project will not create a substantial risk to life or property. This was confirmed by staff review of the Soil Survey for the San Diego Area, prepared by the US Department of Agriculture, Soil Conservation and Forest Service dated December 1973.

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

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

Discussion/Explanation:

**No Impact:** The project will rely on public water and sewer for the disposal of wastewater. A service availability letter dated October 14, 2005 has been received from the Lakeside Sanitation District indicating that the facility has adequate capacity for the projects wastewater disposal needs. No septic tanks or alternative wastewater disposal systems are proposed.

**VII. HAZARDS AND HAZARDOUS MATERIALS** -- Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, storage, use, or disposal of hazardous materials or wastes?

- |  |  |
|--|--|
| <input type="checkbox"/> Potentially Significant Impact                          | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporation | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less Than Significant Impact:** The project proposes a minor subdivision in order to create three building sites for the construction of an office building, warehouse, commercial fueling facility, fast food establishment and car wash which involves the routine use and storage of hazardous materials. However, the project will not result in a significant hazard to the public or environment because all storage, handling, transport, emission and disposal of hazardous substances will be in full compliance with local, State, and Federal regulations. California Government Code § 65850.2 requires that no final certificate of occupancy or its substantial equivalent be issued unless there is verification that the owner or authorized agent has met, or is meeting, the applicable

requirements of the Health and Safety Code, Division 20, Chapter 6.95, Article 2, Section 25500-25520.

The San Diego County Department of Environmental Health Hazardous Materials Division (DEH HMD) is the Certified Unified Program Agency (CUPA) for San Diego County responsible for enforcing Chapter 6.95 of the Health and Safety Code. As the CUPA, the DEH HMD is required to regulate hazardous materials business plans and chemical inventory, hazardous waste and tiered permitting, underground storage tanks, and risk management plans. The Hazardous Materials Business Plan is required to contain basic information on the location, type, quantity and health risks of hazardous materials stored, used, or disposed of on-site. The plan also contains an emergency response plan which describes the procedures for mitigating a hazardous release, procedures and equipment for minimizing the potential damage of a hazardous materials release, and provisions for immediate notification of the HMD, the Office of Emergency Services, and other emergency response personnel such as the local Fire Agency having jurisdiction. Implementation of the emergency response plan facilitates rapid response in the event of an accidental spill or release, thereby reducing potential adverse impacts. Furthermore, the DEH HMD is required to conduct ongoing routine inspections to ensure compliance with existing laws and regulations; to identify safety hazards that could cause or contribute to an accidental spill or release; and to suggest preventative measures to minimize the risk of a spill or release of hazardous substances.

Therefore, due to the strict requirements that regulate hazardous substances outlined above and the fact that the initial planning, ongoing monitoring, and inspections will occur in compliance with local, State, and Federal regulation; the project will not result in any potentially significant impacts related to the routine transport, use, and disposal of hazardous substances.

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

Discussion/Explanation:

**Less Than Significant Impact:** The project proposes a minor subdivision in order to create three building sites for the construction of an office building, warehouse, commercial fueling facility, fast food establishment and car wash which involves the routine use and storage of hazardous materials. However, the project will not result in a significant hazard to the public or environment because all storage, handling, transport, emission and disposal of hazardous substances will be in full compliance with local, State, and Federal regulations. California Government Code § 65850.2 requires that no

final certificate of occupancy or its substantial equivalent be issued unless there is verification that the owner or authorized agent has met, or is meeting, the applicable requirements of the Health and Safety Code, Division 20, Chapter 6.95, Article 2, Section 25500-25520.

The San Diego County Department of Environmental Health Hazardous Materials Division (DEH HMD) is the Certified Unified Program Agency (CUPA) for San Diego County responsible for enforcing Chapter 6.95 of the Health and Safety Code. As the CUPA, the DEH HMD is required to regulate hazardous materials business plans and chemical inventory, hazardous waste and tiered permitting, underground storage tanks, and risk management plans. The Hazardous Materials Business Plan is required to contain basic information on the location, type, quantity and health risks of hazardous materials stored, used, or disposed of on-site. The plan also contains an emergency response plan which describes the procedures for mitigating a hazardous release, procedures and equipment for minimizing the potential damage of a hazardous materials release, and provisions for immediate notification of the HMD, the Office of Emergency Services, and other emergency response personnel such as the local Fire Agency having jurisdiction. Implementation of the emergency response plan facilitates rapid response in the event of an accidental spill or release, thereby reducing potential adverse impacts. Furthermore, the DEH HMD is required to conduct ongoing routine inspections to ensure compliance with existing laws and regulations; to identify safety hazards that could cause or contribute to an accidental spill or release; and to suggest preventative measures to minimize the risk of a spill or release of hazardous substances.

Therefore, due to the strict requirements that regulate hazardous substances outlined above and the fact that the initial planning, ongoing monitoring, and inspections will occur in compliance with local, State, and Federal regulation; the project will not result in any potentially significant impacts related to the accidental explosion or release of hazardous substances.

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

Discussion/Explanation:

**No Impact:** The project is not located within one-quarter mile of an existing or proposed school. Therefore, the project will not have any effect on an existing or proposed school.

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

Discussion/Explanation:

**No Impact:** The project is not located on a site listed in the State of California Hazardous Waste and Substances sites list compiled pursuant to Government Code Section 65962.5.

- 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 result in a safety hazard for people residing or working in the project area?

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

Discussion/Explanation:

**No Impact:** The proposed project is not located within an Airport Land Use Compatibility Plan (ALUCP), a Comprehensive Land Use Plan (CLUP), or within two miles of a public airport. Also, the project does not propose construction of any structure equal to or greater than 150 feet in height, constituting a safety hazard to aircraft and/or operations from an airport or heliport. Therefore, the project will not constitute a safety hazard for people residing or working in the project area.

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

Discussion/Explanation:

**No Impact:** The proposed project is not within one mile of a private airstrip. As a result, the project will not constitute a safety hazard for people residing or working in the project area.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

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

Discussion/Explanation:

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

i. OPERATIONAL AREA EMERGENCY PLAN:

**Less Than Significant Impact:** The Operational Area Emergency Plan is a framework document that provides direction to local jurisdictions to develop specific operational area of San Diego County. It provides guidance for emergency planning and requires subsequent plans to be established by each jurisdiction that has responsibilities in a disaster situation. The project will not interfere with this plan because it will not prohibit subsequent plans from being established.

ii. SAN DIEGO COUNTY NUCLEAR POWER STATION EMERGENCY RESPONSE PLAN

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

iii. OIL SPILL CONTINGENCY ELEMENT

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

iv. EMERGENCY WATER CONTINGENCIES ANNEX AND ENERGY SHORTAGE RESPONSE PLAN

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

v. DAM EVACUATION PLAN

**No Impact:** The Dam Evacuation Plan will not be interfered with because the project is located outside a dam inundation zone.

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

Discussion/Explanation:

**No Impact:** The proposed project is completely surrounded by urbanized areas, and/or irrigated lands and there are no adjacent wildland areas. Also, a Fire Service Availability Letter and conditions, dated August 28, 2006, have been received from the Lakeside Fire Protection District. The conditions from the Lakeside Fire Protection District include: fire turnarounds for every building located in excess of 150-feet from the fire apparatus access with road widths of no less than 24-feet wide, road widths less than 36-feet in width need to be posted with signs and red curbs, fire hydrants shall be approved by the Lakeside Fire Protection District, automatic fire sprinkler systems are required for interior protection of all structures, numbers and addresses need to be posted, fire resistive construction, updated site map and Hazardous Materials Inventory to be submitted to the Lakeside Fire Protection District through the San Diego County Department of Environmental Health, Hazardous Materials Division, 100-feet of vegetation clearing, and Technical Opinion Report prior to building permits being issued on the commercial structures. The Fire Service Availability Letter indicates the expected emergency travel time to the project site to be two minutes. The Maximum Travel Time allowed pursuant to the County Public Facilities Element is five minutes. Therefore, based on the location of the project; review of the project by County staff; and through compliance with the Lakeside Fire Protection District's conditions, it is not anticipated that the project will expose people or structures to a significant risk of loss, injury or death involving hazardous wildland fires.

- i) Propose a use, or place residents adjacent to an existing or reasonably foreseeable use that would substantially increase current or future resident's exposure to vectors, including mosquitoes, rats or flies, which are capable of transmitting significant public health diseases or nuisances?

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

Discussion/Explanation:

**No Impact:** The project does not involve or support uses that allow water to stand for a period of 72 hours (3 days) or more (e.g. artificial lakes, agricultural irrigation ponds). Also, the project does not involve or support uses that will produce or collect animal waste, such as equestrian facilities, agricultural operations (chicken coops, dairies etc.), solid waste facility or other similar uses. Therefore, the project will not substantially increase current or future resident's exposure to vectors, including mosquitoes, rats or flies.

**VIII. HYDROLOGY AND WATER QUALITY** -- Would the project:

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

Discussion/Explanation:

**Less Than Significant Impact:** The project proposes three-lot commercial Tentative Parcel Map with Major Use Permit application. As outlined in the Storm Water Management Plan (SWMP) received February 12, 2007 and prepared by Hale Engineering, the project will implement site design measures, source control, treatment control, and maintenance BMPs to reduce potential pollutants, including sediment from erosion or siltation, to the maximum extent practicable from entering storm water runoff: These measures will control erosion and sedimentation and satisfy waste discharge requirements as required by the Land-Use Planning for New Development and Redevelopment Component of the San Diego Municipal Permit (SDRWQCB Order No. 2001-01), as implemented by the San Diego County Jurisdictional Urban Runoff Management Program (JURMP) and Standard Urban Storm Water Mitigation Plan (SUSMP). The SWMP specifies and describes the implementation process of all BMPs that will address equipment operation and materials management, prevent the erosion process from occurring, and prevent sedimentation in any on-site and downstream drainage swales. The Department of Public Works will ensure that the Plan is implemented as proposed. Due to these factors, it has been found that the project will not result in significantly increased erosion or sedimentation potential and will not alter any drainage patterns of the site or area on- or off-site. In addition, because erosion and sedimentation will be controlled within the boundaries of the project, the project will not contribute to a cumulatively considerable impact. For further information on soil erosion refer to VI, Geology and Soils, Question b.

- f) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a 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?

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

Discussion/Explanation:

**Less Than Significant Impact:** The proposed project will not significantly alter established drainage patterns or significantly increase the amount of runoff for the following reasons, based on a Drainage Study prepared by Hale Engineering, received February 12, 2007:

- Drainage will be designed to flow to either natural drainage channels or approved drainage facilities.
- The project will not increase surface runoff exiting the project site equal to or greater than one cubic foot/second.

Therefore, the project will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a 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. Moreover, the project will not contribute to a cumulatively considerable alteration or a drainage pattern or increase in the rate or amount of runoff, because the project will not substantially increase water surface elevation or runoff exiting the site, as detailed above.

- g) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems?

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

Discussion/Explanation:

**Less Than Significant Impact:** The project does not propose to create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems. Proposed project storm water runoff can be adequately transported off-site by an existing 24" CMP culvert, based on a hydraulic analysis performed by Hale Engineering, received February 12, 2007.

- i) 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, including County Floodplain Maps?

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

Discussion/Explanation:

**No Impact:** No FEMA mapped floodplains, County-mapped floodplains or drainages with a watershed greater than 25 acres were identified on the project site or off-site improvement locations; therefore, no impact will occur.

- j) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

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

Discussion/Explanation:

**No Impact:** No 100-year flood hazard areas were identified on the project site or off-site improvement locations; therefore, no impact will occur.

- k) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

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

Discussion/Explanation:

**No Impact:** The project site lies outside any identified special flood hazard area including a mapped dam inundation area for a major dam/reservoir within San Diego County. In addition, the project is not located immediately downstream of a minor dam that could potentially flood the property. Therefore, the project will not expose people to a significant risk of loss, injury or death involving flooding.

a) Inundation by seiche, tsunami, or mudflow?

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

Discussion/Explanation:

i. SEICHE

**No Impact:** The project site is not located along the shoreline of a lake or reservoir; therefore, could not be inundated by a seiche.

ii. TSUNAMI

**No Impact:** The project site is located more than a mile from the coast; therefore, in the event of a tsunami, would not be inundated.

iii. MUDFLOW

**No Impact:** Mudflow is type of landslide. The site is not located within a landslide susceptibility zone. Also, staff has determined that the geologic environment of the project area has a low probability to be located within an area of potential or pre-existing conditions that could become unstable in the event of seismic activity. In addition, though the project does propose land disturbance that will expose unprotected soils, the project is not located downstream from unprotected, exposed soils within a landslide susceptibility zone. Therefore, it is not anticipated that the project will expose people or property to inundation due to a mudflow.

**IX. LAND USE AND PLANNING** -- Would the project:

a) Physically divide an established community?

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

Discussion/Explanation:

**Less Than Significant Impact:** The project proposes to introduce either new infrastructure such major roadways or water supply systems, or utilities to the area. However, the proposed project will not significantly disrupt or divide the established community for the following reasons: the surrounding area is comprised of similar commercial use types. Therefore, the project will not significantly disrupt or divide the established community.

- 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?

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

Discussion/Explanation:

**Less Than Significant Impact:** The proposed project is subject to the Regional Land Use Element Policy 1.1 and General Plan Land Use Designation (13) General Commercial. The General Plan requires minimum gross parcel sizes of 6,000 square feet. The proposed project has gross parcel sizes and density that are consistent with the General Plan. The project is subject to the policies of the Lakeside Community Plan. The proposed project is consistent with the policies of the Lakeside Community Plan. The current zone is C36 (General Commercial) which requires a net minimum lot size of 6,000. The proposed project is consistent with the Zoning Ordinance requirements for minimum lot size.

**X. MINERAL RESOURCES** -- Would the project:

- 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?

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

Discussion/Explanation:

**Less Than Significant Impact:** Although the project site has been classified by the California Department of Conservation – Division of Mines and Geology (Update of Mineral Land Classification: Aggregate Materials in the Western San Diego Production-Consumption Region, 1997) as an area of undetermined mineral resources MRZ-3, staff has reviewed the site's geologic environment and has determined that the site is not located within an alluvial river valley or underlain by coastal marine/non-marine granular deposits. Therefore, no potentially significant loss of availability of a known mineral resource of value to the region and the residents of the state will occur as a result of this project. Moreover, if the resources are not considered significant mineral deposits, loss of these resources cannot contribute to a potentially significant cumulative impact.

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?

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

Discussion/Explanation:

**No Impact:** The project site is zoned C36 (General Commercial) which is not considered to be an Extractive Use Zone (S82) nor does it have an Impact Sensitive Land Use Designation (24) with an Extractive Land Use Overlay (25) (County Land Use Element, 2000).

Therefore, no potentially significant loss of availability of a known mineral resource of locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan will occur as a result of this project.

**XI. NOISE** -- Would the project result in:

a) Exposure of persons to or 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"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less Than Significant Impact:** The project is known as Black Gold and consists of noise sources, including gas station and carwash activities along with a proposed Starbucks. Based on the Noise Analysis prepared by Investigative Science and Engineering, Inc (ISE) submitted February 12, 2007, the project area is zoned C36. The project will not expose people to potentially significant noise levels that exceed the allowable limits of the County of San Diego General Plan, County of San Diego Noise Ordinance, and other applicable standards for the following reasons:

General Plan – Noise Element

The County of San Diego General Plan, Noise Element, Policy 4b addresses noise sensitive areas and requires an acoustical study to be prepared for any use that may expose noise sensitive area to noise in excess of a Community Noise Equivalent Level (CNEL) of 60 decibels (dBA). Moreover, if the project is excess of CNEL 60 dB(A), modifications must be made to project to reduce noise levels. Noise sensitive areas include residences, hospitals, schools, libraries or similar facilities where quiet is an

important attribute. Based on a Noise Analysis prepared by ISE and submitted on February 12, 2007, project implementation will not expose existing or planned noise sensitive areas to road, airport, heliport, railroad, industrial or other noise in excess of the CNEL 60 dB(A). Therefore, the project will not expose people to potentially significant noise levels that exceed the allowable limits of the County of San Diego General Plan, Noise Element.

#### Noise Ordinance – Section 36-404

Based on a Noise Analysis prepared by ISE and submitted on February 12, 2007, non-transportation noise generated by the project is not expected to exceed the standards of the County of San Diego Noise Ordinance (Section 36-404) at or beyond the project's property line. The site is zoned C36 that has a one-hour average nighttime sound limit of 55dB. The adjacent property to the east is zoned M52 and has a one-hour average sound limit of 70dB. Based on an Acoustical Site Assessment report prepared by ISE, combined sound levels generated by the carwash station, full pumps, coffee shop, warehouse activities and HVAC units will be as high as 45 dBA at the western property line. The sound acoustical projections to the western property line are characteristic of the 18 foot elevation drop 13 feet from the edge of the property line between the proposed project and the adjacent commercial project to the west. Combined sound levels at the eastern property line will be as high as 42 dBA. Therefore, the Black Gold project will meet the property line noise level limits of the County Noise Ordinance (Section 36.404).

#### Noise Ordinance – Section 36-410

Based on a Noise Analysis prepared by ISE and submitted February 12, 2007, the project will not generate construction noise that may exceed the standards of the County of San Diego Noise Ordinance (Section 36-410). Construction operations will occur only during permitted hours of operation pursuant to Section 36-410. Also, It is not anticipated that the project will operate construction equipment in excess of an average sound level of 75dB between the hours of 7 AM and 7 PM.

Finally, the project's conformance to the County of San Diego General Plan (Noise Element, Policy 4b) and County of San Diego Noise Ordinance (Section 36-404 and 36.410) ensures the project will not create cumulatively considerable noise impacts, because the project will not exceed the local noise standards for noise sensitive areas; and the project will not exceed the applicable noise level limits at the property line or construction noise limits, derived from State regulation to address human health and quality of life concerns. Therefore, the project will not contribute to a cumulatively considerable exposure of persons or generation of noise levels in excess of standards established in the local general plan, noise ordinance, and applicable standards of other agencies.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

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

Discussion/Explanation:

**No Impact:** The project does not propose any of the following land uses that can be impacted by groundborne vibration or groundborne noise levels.

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

Also, the project does not propose any major, new or expanded infrastructure such as mass transit, highways or major roadways or intensive extractive industry that could generate excessive groundborne vibration or groundborne noise levels on-site or in the surrounding area.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

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

Discussion/Explanation:

**Less Than Significant Impact:** The project involves the following permanent noise sources that may increase the ambient noise level: vehicle traffic from Interstate 8, Old highway 80 and existing restaurant activities adjacent to the site. As indicated in the response listed under Section XI Noise, Question a., the project would not expose existing or planned noise sensitive areas in the vicinity to a substantial permanent increase in noise levels that exceed the allowable limits of the County of San Diego General Plan, County of San Diego Noise Ordinance, and other applicable local, State, and Federal noise control. Also, the project is not expected to expose existing or planned noise sensitive areas to noise 10 dB CNEL over existing ambient noise levels based on a Noise Analysis prepared by ISE submitted February 12, 2007. Studies

completed by the Organization of Industry Standards (ISO 362; ISO 1996 1-3; ISO 3095; and ISO 3740-3747) state an increase of 10 dB is perceived as twice as loud and is perceived as a significant increase in the ambient noise level.

The project will not result in cumulatively noise impacts because a list of past, present and future projects within in the vicinity were evaluated. It was determined that the project in combination with a list of past, present and future project would not expose existing or planned noise sensitive areas to noise 10 dB CNEL over existing ambient noise levels. Refer to XVII. Mandatory Findings of Significance for a comprehensive list of the projects considered.

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

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

Discussion/Explanation:

**Less Than Significant Impact:** The project does not involve any uses that may create substantial temporary or periodic increases in ambient noise levels in the project vicinity including but not limited to extractive industry; outdoor commercial or industrial uses that involve crushing, cutting, drilling, grinding, or blasting of raw materials; truck depots, transfer stations or delivery areas; or outdoor sound systems.

Also, general construction noise is not expected to exceed the construction noise limits of the County of San Diego Noise Ordinance (Section 36-410), which are derived from State regulations to address human health and quality of life concerns. Construction operations will occur only during permitted hours of operation pursuant to Section 36-410. Also, it is not anticipated that the project will operate construction equipment in excess of 75 dB for more than an 8 hours during a 24-hour period. Therefore, the project would not result in a substantial temporary or periodic increase in existing ambient noise levels in the project vicinity.

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 project area to excessive noise levels?

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

Discussion/Explanation:

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

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

Discussion/Explanation:

**No Impact:** The proposed project is not located within a one-mile vicinity of a private airstrip; therefore, the project will not expose people residing or working in the project area to excessive airport-related noise levels.

**XII. POPULATION AND HOUSING** -- Would the project:

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

Discussion/Explanation:

**Less Than Significant Impact:** The project proposes a minor subdivision to create three parcels for the construction of an office building, warehouse, commercial fueling facility, car wash and fast food restaurant. However, this physical change will not induce substantial population growth in an area, because the new commercial facility is proposed in an established commercial area.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

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

Discussion/Explanation:

**No Impact:** The proposed project will not displace any existing housing since the site is currently vacant.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

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

Discussion/Explanation:

**No Impact:** The proposed project will not displace a substantial number of people since the site is currently vacant.

### **XIII. PUBLIC SERVICES**

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

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

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

Discussion/Explanation:

**No Impact:** Based on the service availability forms received for the project, the proposed project will not result in the need for significantly altered services or facilities. Service availability forms have been provided which indicate existing services are available to the project from the following agencies/districts: Lakeside Fire Protection District, Lakeside Sanitation District, Padre Dam Municipal Water District, Grossmont Union High School, and Cajon Valley Union Elementary School. The project does not involve the construction of new or physically altered governmental facilities including but not limited to fire protection facilities, sheriff facilities, schools, or parks in order to maintain acceptable service ratios, response times or other performance service ratios

or objectives for any public services. Therefore, the project will not have an adverse physical effect on the environment because the project does not require new or significantly altered services or facilities to be constructed.

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

Discussion/Explanation:

**No Impact:** The project does not propose any residential use, included but not limited to a residential subdivision, mobilehome park, or construction for a single-family residence that may increase the use of existing neighborhood and regional parks or other recreational facilities in the vicinity.

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

Discussion/Explanation:

**No Impact:** The project does not include recreational facilities or require the construction or expansion of recreational facilities. Therefore, the construction or expansion of recreational facilities cannot have an adverse physical effect on the environment.

#### **XV. TRANSPORTATION/TRAFFIC** -- Would the project:

a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

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

Discussion/Explanation:

**Potentially Significant Unless Mitigation Incorporated:** The project will have potentially significant direct traffic impacts that require mitigation. A Traffic Impact Analysis (TIA), Traffic Study for Black Gold, prepared by Darnell & Associates, Inc., dated May 14, 2007 has been completed. The TIA identified direct impacts to the following road segments and/or intersections:

- Lake Jennings Park Road between Blossom Valley Road and the I-8 Westbound off Ramp;
- Lake Jennings Park Road between the I-8 Eastbound on Ramp and Olde Highway 80;
- Olde Highway 80 between Lake Jennings Park Road and the east project access;
- Intersection of Olde Highway 80 (SR 895), East Project access, and Rios Canyon Road;
- Intersection of Olde Highway 80 (SR 895) and West Project access.

The TIA also proposes the following mitigation measures that will reduce the potentially significant impacts to a level less than significant:

- Lake Jennings Park Road between Blossom Valley Road and the I-8 Westbound off Ramp shall be restriped to the classification of a Collector (two lanes in each direction);
- Lake Jennings Park Road between the I-8 Eastbound on Ramp and Olde Highway 80 shall be restriped to the classification of a Collector (two lanes in each direction);
- Olde Highway 80 between Lake Jennings Park Road and the West Pecan Park Lane shall be restriped to the classification of a Collector (two lanes in each direction);
- Olde Highway 80 between West Pecan Park Lane and the east project access shall be restriped to the classification of a Town Collector (one lane in each direction with a center turn lane);
- Improve project Frontage to centerline to provide improvements consistent with the County's Standard for a four lane Collector Road;
- At intersection of Olde Highway 80 (SR 895), East Project access, and Rios Canyon Road construct a stop sign on access road controlled southbound approach for an eastbound through lane and an eastbound left-turn lane; a westbound through lane and right-turn lane on Olde Highway 80;

- At intersection of Olde Highway 80 (SR 895) and West Project access, construct a stop sign on access road controlled southbound approach for an eastbound through lane and an eastbound left-turn lane; a westbound through lane and right-turn lane on Olde Highway 80.

These mitigation measures will be made conditions of project approval.

- b) Exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency for designated roads or highways?

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

Discussion/Explanation:

**Potentially Significant Unless Mitigation Incorporated:** The County of San Diego has developed an overall programmatic solution that addresses existing and projected future road deficiencies in the unincorporated portion of San Diego County. This program includes the adoption of a Transportation Impact Fee (TIF) program to fund improvements to roadways necessary to mitigate potential cumulative impacts caused by traffic from future development. Based on SANDAG regional growth and land use forecasts, the SANDAG Regional Transportation Model was utilized to analyze projected build-out (year 2030) development conditions on the existing circulation element roadway network throughout the unincorporated area of the County. Based on the results of the traffic modeling, funding necessary to construct transportation facilities that will mitigate cumulative impacts from new development was identified. Existing roadway deficiencies will be corrected through improvement projects funded by other public funding sources, such as TransNet, gas tax, and grants. Potential cumulative impacts to the region's freeways have been addressed in SANDAG's Regional Transportation Plan (RTP). This plan, which considers freeway buildout over the next 30 years, will use funds from TransNet, state, and federal funding to improve freeways to projected level of service objectives in the RTP.

The proposed project generates 1,229 ADT. These trips will be distributed on circulation element roadways in the County that were analyzed by the TIF program, some of which currently or are projected to operate at inadequate levels of service. These project trips therefore contribute to a potential significant cumulative impact and mitigation is required. The potential growth represented by this project was included in the growth projections upon which the TIF program is based. Therefore, payment of the TIF, which will be required at issuance of building permits, in combination with other components of the program described above, will mitigate potential cumulative traffic impacts to less than significant.

The project will have potentially significant cumulative traffic impacts to the intersections that require mitigation. A Traffic Impact Analysis (TIA), Traffic Study for Black Gold, prepared by Darnell & Associates, Inc., dated May 14, 2007 has been completed. The TIA identified cumulative impacts to the following road intersections:

- Lake Jennings Park Road and the I-8 Eastbound off Ramp;
- Lake Jennings Park Road and the I-8 Westbound off Ramp; and
- Olde Highway 80 and East Project Access/ Rios canyon Road.

The project intends on paying its fair share towards the signalization of the following intersections:

- Lake Jennings Park Road and the I-8 Eastbound off Ramp;
  - Lake Jennings Park Road and the I-8 Westbound off Ramp; and
  - Olde Highway 80 and East Project Access/ Rios canyon Road.
- 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"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less Than Significant:** The proposed project will not significantly alter traffic safety on Olde Highway 80. The engineer will provide evidence that there is a minimum unobstructed sight distance in easterly along Olde Highway 80 from the proposed driveways, for the prevailing operating speed of traffic on Olde Highway 80, to the satisfaction of the Director of the Department of Public Works. All road improvements will be constructed according to the County of San Diego Public and Private Road Standards. Roads used to access the proposed project site are up to County standards. The proposed project will not place incompatible uses (e.g., farm equipment) on existing roadways. Therefore, the proposed project will not significantly increase hazards due to design features or incompatible uses.

- g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

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

Discussion/Explanation:

**Less Than Significant:** The project does not propose any hazards or barriers for pedestrians or bicyclists. Any required improvements will be constructed to maintain existing conditions as it relates to pedestrians and bicyclists.

**XVI. UTILITIES AND SERVICE SYSTEMS** -- Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

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

Discussion/Explanation:

**No Impact:** The project does not involve any uses that will discharge any wastewater to sanitary sewer or on-site wastewater systems (septic). Therefore, the project will not exceed any wastewater treatment requirements.

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

Discussion/Explanation:

**No Impact:** The project does not include new or expanded water or wastewater treatment facilities. In addition, the project does not require the construction or expansion of water or wastewater treatment facilities. Based on the service availability forms received, the project will not require construction of new or expanded water or wastewater treatment facilities. Service availability forms have been provided which indicate adequate water facilities are available to the project from the following agencies/districts: Padre Dam Municipal Water District and Lakeside Sanitation District. Therefore, the project will not require any construction of new or expanded facilities, which could cause significant environmental effects.

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

Discussion/Explanation:

**Less Than Significant Impact:** The project involves new and expanded storm water drainage facilities. The new and expanded facilities include underground detention facilities, inlet structures, vortex separators and water quality inlets. Refer to the Storm water Management Plan dated August 23, 2006 for more information. However, as outlined in this Environmental Analysis Form Section I-XVII, the new and expanded facilities will not result in adverse physical effect on the environment. Specifically, refer to Section VIII for more information.

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

Discussion/Explanation:

**Less Than Significant Impact:** The project requires water service from the Padre Dam Municipal Water District. A Service Availability Letter from the Padre Dam Municipal Water District has been provided, indicating adequate water resources and entitlements are available to serve the requested water resources. Therefore, the project will have sufficient water supplies available to serve the project.

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

Discussion/Explanation:

**No Impact:** The proposed project for a minor subdivision to create three parcels for the construction of a warehouse, commercial fueling facility, car wash, fast food restaurant and office building and will not produce any wastewater; therefore, the project will not interfere with any wastewater treatment providers service capacity.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

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

Discussion/Explanation:

**Less Than Significant Impact:** Implementation of the project will generate solid waste. All solid waste facilities, including landfills require solid waste facility permits to operate. In San Diego County, the County Department of Environmental Health, Local Enforcement Agency issues solid waste facility permits with concurrence from the California Integrated Waste Management Board (CIWMB) under the authority of the Public Resources Code (Sections 44001-44018) and California Code of Regulations Title 27, Division 2, Subdivision 1, Chapter 4 (Section 21440et seq.). There are five, permitted active landfills in San Diego County with remaining capacity. Therefore, there is sufficient existing permitted solid waste capacity to accommodate the project's solid waste disposal needs.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

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

Discussion/Explanation:

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

**XVII. MANDATORY FINDINGS OF SIGNIFICANCE:**

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, substantially reduce the number or restrict the range

of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

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

Discussion/Explanation:

Per the instructions for evaluating environmental impacts in this Initial Study, 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 were considered in the response to each question in sections IV and V of this form. In addition to project specific impacts, this evaluation considered the projects potential for significant cumulative effects. Resources that have been evaluated as significant would be potentially impacted by the project, particularly Biology. However, mitigation has been included that clearly reduces these effects to a level below significance. This mitigation includes the purchase of Tier III habitat credit within the Multiple Species Conservation Program. As a result of this evaluation, there is no substantial evidence that, after mitigation, significant effects associated with this project would result. Therefore, this project has been determined not to meet this Mandatory Finding of Significance.

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

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

Discussion/Explanation:

**FOR ALL RESPONSES**

The following list of past, present and future projects were considered and evaluated as a part of this Initial Study:

PROJECT NAME	PERMIT/MAP NUMBER
Burger King	S97-041
Lake Jennings Village	GPA 05-005, TM 5444, S05-047
South Coast Development	TM 5179
Settlers Point	S05-064, TM 5423, R05-004
Peacock Hill	S05-007, R05-002, S00-066, R00-013
Kennedy Development LLC	TM 5009RPL
Greenhills Ranch	TM 5140, SP 98-004, R98-006
Swaim Subdivision	TM 5356
Cox Project	TPM 20916
Bridle Run	TPM 20337RPL
Childress Office Buildings	S97-025
Gateway View	TM 5112RPL <sup>2</sup>
Brugurger TPM	TPM 20555RPL <sup>2</sup>
Storrs' Ranch Estates	TPM 20617RPL
Wilder 4 + Lots @ Lakeside	TPM 20367RPL
Kevgar TPM	TPM 20357
Adlai Ranch Estates	TM 5186RPL <sup>2</sup>
Cheryl Valley	TM 5153RPL <sup>2</sup> , S01-007
Williams Office	S04-011
East Congregation of Lakeside STP	S01-026

Per the instructions for evaluating environmental impacts in this Initial Study, the potential for adverse cumulative effects were considered in the response to each question in sections I through XVI of this form. In addition to project specific impacts, this evaluation considered the projects potential for incremental effects that are cumulatively considerable. As a result of this evaluation, there were determined to be potentially significant cumulative effects related to traffic and biology. However, mitigation has been included that clearly reduces these cumulative effects to a level below significance. This mitigation includes the purchase of Tier III habitat credit within the Multiple Species Conservation Program and the signalization of these intersections: Lake Jennings Park Road and the I-8 Eastbound off ramp; Lake Jennings Road and the I-8 Westbound off Ramp; and Olde Highway 80 and East Project Access/Rios Canyon Road. As a result of this evaluation, there is no substantial evidence that, after mitigation, there are cumulative effects associated with this project. Therefore, this project has been determined not to meet this Mandatory Finding of Significance.

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

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

Discussion/Explanation:

In the evaluation of environmental impacts in this Initial Study, the potential for adverse direct or indirect impacts to human beings were considered in the response to certain questions in sections I. Aesthetics, III. Air Quality, VI. Geology and Soils, VII. Hazards and Hazardous Materials, VIII Hydrology and Water Quality XI. Noise, XII. Population and Housing, and XV. Transportation and Traffic. As a result of this evaluation, there were determined to be potentially significant effects to human beings related to traffic. However, mitigation has been included that clearly reduces these effects to a level below significance. This mitigation includes the signalization of these intersections: Lake Jennings Park Road and the I-8 Eastbound off ramp; Lake Jennings Road and the I-8 Westbound off Ramp; and Olde Highway 80 and East Project Access/Rios Canyon Road. . As a result of this evaluation, there is no substantial evidence that, after mitigation, there are adverse effects to human beings associated with this project. Therefore, this project has been determined not to meet this Mandatory Finding of Significance.

### **XVIII. REFERENCES USED IN THE COMPLETION OF THE INITIAL STUDY CHECKLIST**

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

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