



*The County of San Diego*

# Zoning Administrator Hearing Report

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<b>Date:</b>	May 21, 2020	<b>Case/File No.:</b>	KA Shell Gas Station and Convenience Store PDS2017-STP-17-028; PDS2017-BC-17-0069; PDS2017-ER-17-08-008
<b>Place:</b>	No in Person Attendance Allowed – Teleconference Only – County Conference Center 5520 Overland Avenue San Diego, CA 92123	<b>Project:</b>	Gas station and convenience store
<b>Time:</b>	8:30 a.m.	<b>Location:</b>	Southwest Corner of Deer Springs Road and North Centre City Parkway
<b>Agenda Item:</b>	#4	<b>General Plan:</b>	General Commercial (C-1)
<b>Appeal Status:</b>	Appealable to the Planning Commission	<b>Zoning:</b>	General Commercial (C36)
<b>Applicant/Owner:</b>	KA Enterprises	<b>Community:</b>	North County Metropolitan Subregional Planning Area (Hidden Meadows Community)
<b>Environmental:</b>	CEQA §15183 Exemption	<b>APNs:</b>	186-093-19-00, 186-093-23-00, 186-093-37-00, 186-092-10-00

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## A. OVERVIEW

The purpose of this staff report is to provide the Zoning Administrator with the information necessary to make a finding that the mitigation measures identified in the General Plan Update Environmental Impact Report (GPU EIR) will be undertaken for a proposed Site Plan (STP) and Boundary Adjustment (BC) pursuant to California Environmental Quality Act (CEQA) Guidelines §15183(e)(2).

CEQA Guidelines §15183 allows a streamlined environmental review process for projects that are consistent with the uses established by existing zoning, community plan, or general plan policies for which an EIR was certified. CEQA Guidelines §15183 specifies that examination of environmental effects shall be limited to those effects that:

- 1) Are peculiar to the project or the parcel on which the project would be located, and were not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan, with which the project is consistent;
- 2) Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action; or
- 3) Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.

CEQA Guidelines §15183(c) further specifies that if an impact is not peculiar to the parcel or to the proposed project, has been addressed as a significant effect in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards, then an additional EIR need not be prepared for that project solely on the basis of that impact.

CEQA Guidelines §15183(e)(2) further requires the lead agency to make a finding at a public hearing when significant impacts are identified that could be mitigated by undertaking mitigation measures previously identified in the EIR on the planning and zoning action.

In accordance with CEQA Guidelines §15183, the project was evaluated to examine whether additional environmental review might be necessary for the reasons stated in §15183. As discussed in the attached Statement of Reasons for Exemption from Additional Environmental Review and 15183 Checklist (15183 Findings) dated May 21, 2020, the project qualifies for an exemption from further environmental review.

The approval or denial of the proposed STP and BC would be a subsequent and separate decision made by the Director of PDS.

## **B. DEVELOPMENT PROPOSAL**

### **1. Project Description**

The KA Shell Site Plan (STP) (Project) would allow for the construction of a convenience store and gas station and the proposed Boundary Adjustment (BC) would change the acreage of two existing legal lots to consist of 1.23 and 1.61 acres. The Project consists of the demolition of an existing patio furniture sales structure and, and the construction of a 3,500 square-foot convenience store, a 5,983 square-foot canopy with a total of 16 gas pump spaces and 19 parking spaces. Earthwork consists of 8,800 cubic yards of fill for which 4,109 cubic yards is cut and 4,691 cubic yards is imported fill. Of the total quantities of cut and fill, approximately 680 cubic yards of material would be hauled off site and 2,020 cubic yards of material would be removed and recompacted on-site. Water service for the project would be provided by the Valley Center Municipal Water District. The Project also proposes the use of an on-site wastewater treatment system. The project site is located at the Southwest Corner of Deer Springs Road and North Centre City Parkway in the Hidden Meadows Community and Interstate 15 (I-15) Design Review Corridor of the North County Metropolitan Subregional Plan Area (Figures 1 and 2). Access to the site would be provided by a driveway connecting to North Centre City Parkway.

The project site is subject to the Village General Plan Regional Category and the General Commercial (C-1) Land Use Designation. Zoning for the site is General Commercial (C36). The

proposed uses are consistent with the Zoning and General Plan Land Use Designation of the property established by the General Plan Update for which an Environmental Impact Report (EIR) was certified by the Board of Supervisors on August 3, 2011 (GPU EIR).

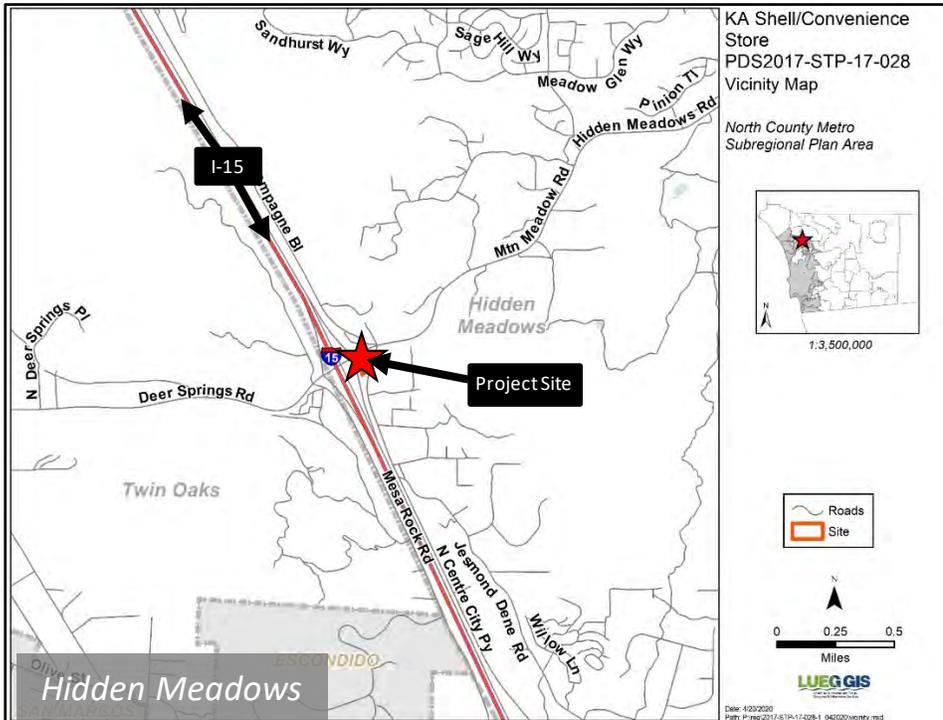


Figure 1: Vicinity Map



Figure 2: Aerial Map (Project Site, Existing Conditions)

## C. ANALYSIS AND DISCUSSION

### 1. Key Requirements for Requested Action

The Zoning Administrator should consider the requested actions and determine if the following findings can be made:

- a) The Project is consistent with the existing zoning, community plan, or general plan policies for which the GPU EIR was certified.
- b) There are no project specific effects which are peculiar to the project or its site.
- c) There are no project specific impacts which the GPU EIR failed to analyze as significant effects.
- d) There are no potentially significant off-site and/or cumulative impacts which the GPU EIR failed to evaluate.
- e) There is no substantial new information which results in more severe impacts than anticipated by the GPU EIR.

### 2. Project Analysis

- a. Air Quality – The Project consists of the construction of a convenience store and gas station and does not propose additional residences or structures for human occupancy. The nearest residence and potential sensitive receptor to the project site is located over 600 feet east of the project site. The Project is located adjacent to I-15 and is surrounded by roadways which have existing traffic and are adjacent to lands that are zoned for commercial uses. Potential pollutant concentrations associated with the use and construction of the Project consist of concentration of vehicle emissions due to ongoing traffic and potential fuels associated with the use of the gas station.

An Air Quality Study for the Project was prepared by Rincon Consultants, Inc. dated August 14, 2019. The 2011 General Plan Update Environmental Impact Report (GPU EIR) determined impacts on air quality plans to be less than significant with mitigation. Because the proposed Project is allowed under the General Plan land use designation, which used San Diego Association of Governments (SANDAG) growth projections, it is consistent with the regional air quality standards (RAQS) and State Implementation Plan (SIP). As such, the Project would not conflict with either the RAQS or the SIP. Based on the data and analysis within the Air Quality Study, the Project would not generate emissions during construction activities or during operation of the Project that would exceed San Diego County screening level thresholds for Volatile Organic Compounds (VOCs), Nitrous Oxides (NOX), Carbon Oxides (CO), Sulfur Oxides (SOX), Particulate Matter (PM10), or Particulate Matter (PM2.5). The construction and operational emissions from the Project are anticipated to be below established screening-level thresholds (SLTs) and would not violate any ambient air quality standards. Odors and potential impacts from the use of fuels onsite will be reduced below screening thresholds through permitting by the Department of Environmental Health Hazardous Materials Division in accordance with a hazardous materials business plan and permits for underground tanks. As the proposed Project would have a less than significant impact for the reasons detailed above, the Project would be

consistent with the analysis provided within the GPU EIR because it would not increase impacts identified within the GPU EIR.

- b. Cultural Resources - Analysis of the County of San Diego cultural resource files, records, maps, aerial photographs, and prior archaeological surveys were conducted by a County of San Diego staff archaeologist who determined the project site does not contain any archaeological resources. The Project is required to comply with the San Diego County Grading, Clearing, and Watercourse Ordinance (§87.101-87.804), CEQA §15064.5(d), and §7050.5 of the Health & Safety Code; the suspension of grading operations is required if human remains or Native American artifacts are encountered. The project site has been historically disturbed since the 1960s and since the approval of a previous Major Use Permit (Record ID: 3300-02-022) for the operation of an outdoor sales patio furniture sales use. The on-site structure was constructed in the 1960s and is over 50 years old. However, the exterior of the structure has been altered including changes for storage areas for the patio furniture sale use. The structure does not display a high degree of integrity and would not be considered historically significant. The project site has also been subject to artificial fill and previous grading during the construction of the original on-site structure and adjacent roadways and highways. County staff requested a Sacred Lands Check with the Native American Heritage Commission (NAHC). The NAHC responded on July 25, 2017. The search had “negative results, however the area is sensitive for potential tribal cultural resources.” Grading monitoring, consisting of a County-approved archaeologist and a Luiseno Native American monitor will be required as a condition of approval of the Project.

As considered by the GPU EIR, potential impacts to cultural resources will be mitigated through ordinance compliance and through implementation of the following mitigation measures: grading monitoring under the supervision of a County-approved archaeologist and a Native American monitor and conformance with the County’s Cultural Resource Guidelines if resources are encountered. The GPU EIR identified these mitigation measures as Cul-2.5. Those mitigation measures require archaeological monitoring during grading, as well as implement the requirements of the Grading Ordinance to minimize impacts to archaeological resources.

- c. Hazards – The Project includes storage of potential hazardous materials consisting of fuels that will be sold in product dispensers and stored in underground storage tanks on the project site. Fuels associated with the operation of the gas station must be permitted through the Department of Environmental Health Hazardous Materials Division through a hazardous materials business plan and permits for underground storage tanks. Underground storage tanks require maintenance and inspections in order to ensure that no leaks of fuel product will result in exposing any potential sensitive receptors to pollutants or leaking of product into the soil. The project proposes the use of an onsite wastewater treatment system which will be permitted through the Department of Environmental Health in accordance with the Local Agency Management Program (LAMP). The LAMP was developed to outline regulations to allow the use of onsite wastewater treatment systems while protecting water quality and public health. Any existing onsite septic systems will be required to be pumped and removed under the permitting of the Department of Environmental Health. Additionally, prior to demolition of the existing structure, a lead and asbestos survey will be conducted and a demolition permit will be required from the Department of Environmental Health for the removal and demolition of the existing structure in order to ensure that the project site is not subject to release of hazardous substances. Therefore, the Project would have a less-than significant impact and would be

consistent with the analysis provided within the GPU EIR because it would not increase impacts identified within the GPU EIR.

- d. Greenhouse Gas Emissions - The County of San Diego adopted a Climate Action Plan on February 14, 2018 which outlines actions that the County will undertake to meet its greenhouse gas (GHG) emissions reductions targets. Implementation of the CAP requires that new development projects incorporate more sustainable design standards and implement applicable reduction measures consistent with the CAP. To help streamline this review and determine consistency of proposed projects with the CAP during development review, the County has prepared a CAP Consistency Review Checklist (Checklist). The Project would be consistent with the County's Climate Action Plan and General Plan assumptions through the implementation of measures identified in the County's CAP Checklist.

The applicant prepared a memo (dated November 18, 2019) which includes a discussion related to the traffic generated by the Project and associated greenhouse gas emissions. According to the San Diego Association of Governments (SANDAG) Not So Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, gas stations with convenience stores generate only 21% of their total Average Daily Trips (ADT) as primary trips with the remaining trips being related to diverted or pass-by trip. The diverted or pass-by trips are typically generated by uses within the existing community. The Project operator will employ approximately three staff that are anticipated to commute outside of typical commute hours. The Project operator would encourage alternative transportation and carpooling programs for employees if feasible. Due to the nature of pass-by-trips and few employees, the Project would not generate GHG emissions that would have a significant impact on the environment.

- e. Hydrology and Stormwater Management – The Project will require a National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges of Storm Water Associated with Construction Activities. A Priority Development Project Stormwater Quality Management Plan (SWQMP) was prepared for the Project by Omega Consultants dated August 13, 2019. The SWQMP demonstrates that the Project would comply with all requirements of the Watershed Protection Ordinance (WPO). The Project will be required to implement site design measures, source control BMPs, and/or structural BMPs to reduce potential pollutants and address hydromodification impacts to the maximum extent practicable. These measures will enable the Project to meet waste discharge requirements as required by the San Diego Municipal Permit, as implemented by the San Diego County Jurisdictional Runoff Management Program (JRMP) and BMP Design Manual, 2019. Additionally, a Drainage Study was prepared for the Project by Omega Consultants dated August 13, 2019. The Project would not substantially alter the existing drainage pattern of the project site or area. As outlined in the Project's SWQMP, the Project will implement source control and/or structural BMP's to reduce potential pollutants, including sediment from erosion.
- f. Traffic – Based on a Traffic Impact Study (TIS) dated October 15, 2019 prepared by Bill Darnell and Associates, the Project will result in 2,560 Average Daily Trips (ADT) including 179 AM peak hour trips, and 205 PM peak hour trips. The project site contains an existing patio furniture store. By taking into account the existing patio furniture use, the Project will generate an additional 1,735 ADT including 126 AM peak hour and 138 PM peak hour trips. Level of Service (LOS) is the industry standard for evaluating operating conditions of roadway segments or intersections

with a LOS of D (approaching unstable flow of traffic) or better being acceptable levels of service. Per the County's General Plan, LOS of D (approaching unstable flow of traffic) or better for intersections and roadway segments is considered acceptable. The proposed project will not have any direct impacts that will result in adjacent intersections or roadway segments to operate at a LOS below the acceptable LOS D. The TIS identifies two potential direct impacts that upon further analysis it was determined that both locations operate at an acceptable LOS in the existing plus project scenario. Deer Springs Road from Mesa Rock Road to the I-15 southbound on and off ramps. operates at LOS F with project. However, when considering the segment as a 4-lane facility as is, it will operate at an acceptable LOS D or better during peak hours with the addition of the project.

Furthermore, Deer Springs Road between I-15 Northbound and Southbound on/off ramps also operates at LOS F with project Traffic. However, according to the County's Traffic Study Guidelines, due to the closely spaced signalized intersections on Deer Springs Road, the level of service is controlled by the operation of the intersections along the segment, rather than the daily volume. Since each of the intersections on Deer Springs Road operate at an acceptable LOS "D" or better during both peak hours under Existing Plus Project and Opening Day (2018) Plus Project conditions, it is determined that the LOS on the segment will be acceptable. Additionally, according to the SANDAG Not So Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, gas stations with convenience stores generate only 21% of their total ADT as primary trips with the remaining trips being related to diverted or pass-by trips given the nature of the use.

The Project has been conditioned to pay into the Transportation Impact Fee (TIF) program, which is a mechanism to proportionally fund improvements to roadways necessary to mitigate potential cumulative impacts caused by traffic from future development. The payment of the TIF, which will be required at issuance of building permits, will mitigate potential cumulative traffic impacts to less than significant. Because the project will not result in direct impacts and is required to pay the TIF in order to mitigate potential cumulative impacts and the proposed uses of the Project are consistent with the applicable Zoning and General Plan designations of the site, the Project would not result in traffic impacts that were not analyzed in the General Plan EIR.

#### **D. PUBLIC INPUT**

During the 36-day public disclosure period, from December 12, 2019 to January 17, 2020, staff received general questions regarding the Project as well as one public comment letter from Julie Hamilton Law on behalf of Mesa Rock Road LLC. The letter consists of a cover letter with several attachments raising concerns with the proposed on-site wastewater treatment system, traffic, and potential drainage and stormwater impacts.

The proposed preliminary on-site wastewater treatment system layout has been revised and reviewed by the Department of Environmental Health to comply with all applicable requirements. On-site wastewater treatment systems are currently used in the project vicinity including for the ARCO on the west side of I-15 due to the limited availability of sewer access.

Traffic concerns associated with the Project consist of projected growth due to the Newland Sierra project west of I-15 as well as the Traffic Impact Study prepared for the subject Project utilizing California Department of Transportation (Caltrans) freeway volumes from 2015. The approval of the Newland Sierra

project was rescinded by the Board of Supervisors on April 21, 2020 due to the results of the March 3, 2020 election. The 2015 freeway volumes were the available traffic counts provided by Caltrans at the time of preparation of the Traffic Impact Study. A supplemental memo prepared by Darnell and Associates dated March 19, 2020 analyzed updated traffic counts from 2019 demonstrating that the average daily traffic on all the segments of Deer Springs Road in the study area are on average 3.4% less than the traffic counts in the original Traffic Impact Study dated October 15, 2019.

The stormwater quality management plan and drainage study for the Project have been reviewed for compliance with applicable County regulations include the Watershed Protection Ordinance. As indicated in the submitted comments, the comments concerning tree wells and Drainage Management Areas (DMAs) are based on a digitized file of the Site Plan and do not precisely reflect distances indicated on the Site Plan and Preliminary Grading Plan. The Project will be required to go through Final Engineering during the Grading Permit and Building Permit process which commonly includes minor updates to drainage studies and stormwater quality management plans in order to ensure that any potential stormwater or drainage impacts are precisely addressed.

Please see Attachment D for the comment letters and responses.

**E. HIDDEN MEADOWS COMMUNITY SPONSOR GROUP AND I-15 DESIGN REVIEW BOARD**

On July 27, 2017, the Hidden Meadows Community Sponsor Group (CSG) recommended approval of the Project with conditions by a vote of 6-0-0-1-2 (6-Ayes, 0-Noes, 0-Abstains, 1-Vacant, 2-Absent). The Hidden Meadows CSG recommended that a traffic analysis be conducted for the Project and that a signage plan be provided for the Project.

On December 7, 2017, the Hidden Meadows CSG recommended approval of submitted signage consistent with their previous request by a vote of 5-0-0-0-4 (5-Ayes, 0-Noes, 0-Abstains, 0-Vacant, 4 Absent).

On December 21, 2017, the I-15 Design Review Board (DRB) recommended approval of the Project with conditions by a vote of 4-1-2 (4-Ayes, 1-Noes, 2-Vacant/Absent). The I-15 DRB recommended changes to signage lighting, architectural changes to include earth-tone colors, and installing landscaping in buffering and screening areas. The Project signage has been revised to accommodate recommendations from the I-15 DRB including changes to lighting, and the signage is in compliance with the Zoning Ordinance. The convenience store elevations and signage include veneers, which will be earth-tone colors. The remaining portions of the convenience store will be white, which is consistent with other building colors in the project vicinity such as the white and cream-colored fire station on the west side of I-15. The landscaping has been revised and includes trees along the northern and western property lines for screening.

Meeting minutes for the Hidden Meadows CSG and I-15 DRB can be found in Attachment E.

**F. STAFF RECOMMENDATIONS**

Staff recommends that the Zoning Administrator adopt the Environmental Findings included in Attachment B, which includes a finding that the project is exempt from further environmental review pursuant to §15183 of CEQA.

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**Report Prepared By:**

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**Report Approved By:**

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**AUTHORIZED REPRESENTATIVE:** \_\_\_\_\_



DARIN NEUFELD, CHIEF

**ATTACHMENTS:**

- Attachment A – Planning Documentation
- Attachment B – Environmental Documentation
- Attachment C – Site Plan and Preliminary Grading Plan
- Attachment D – Public Documentation

## Attachment A - Planning Documentation

KA Shell/Convenience Store  
 PDS2017-STP-17-028  
 Vicinity Map

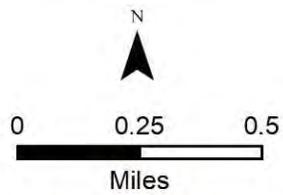
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 Subregional Plan Area



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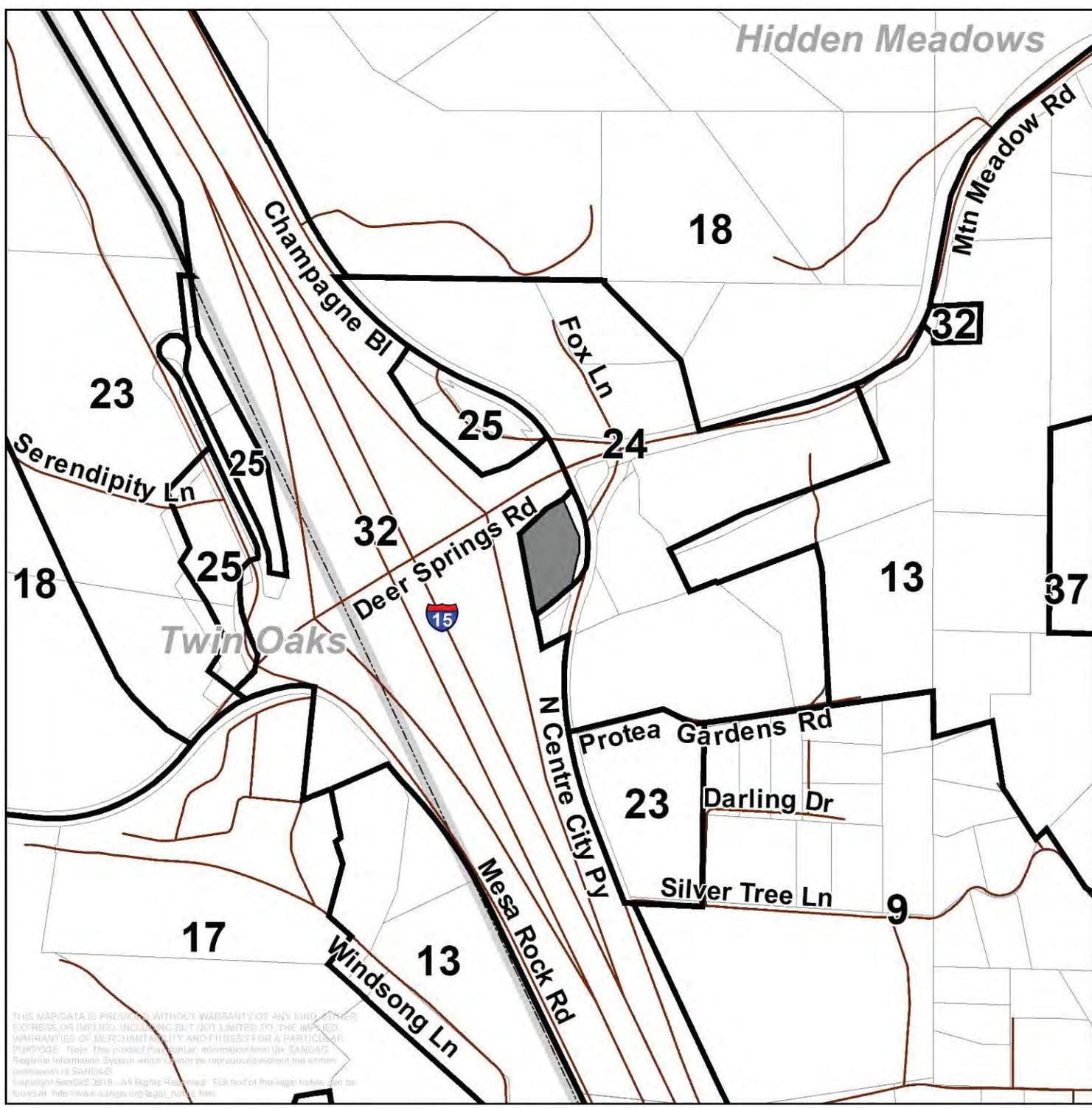


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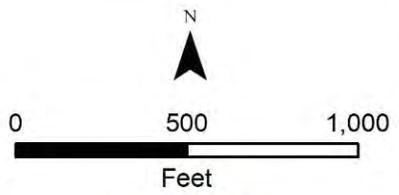
KA Shell/Convenience Store  
 PDS2017-STP-17-028  
 General Plan  
 North County Metro  
 Subregional Plan Area

- (9) Semi-Rural Residential (SR-1)
- (13) Semi-Rural Residential (SR-4)
- (17) Semi-Rural Residential (SR-10)
- (18) Rural Lands (RL-20)
- (19) Rural Lands (RL-40)
- (23) Office Professional
- (24) Neighborhood Commercial
- (25) General Commercial
- (32) Public/Semi-Public Facilities
- (37) Open Space (Conservation)



Legend:

- Roads
- Site
- Parcels
- Planning



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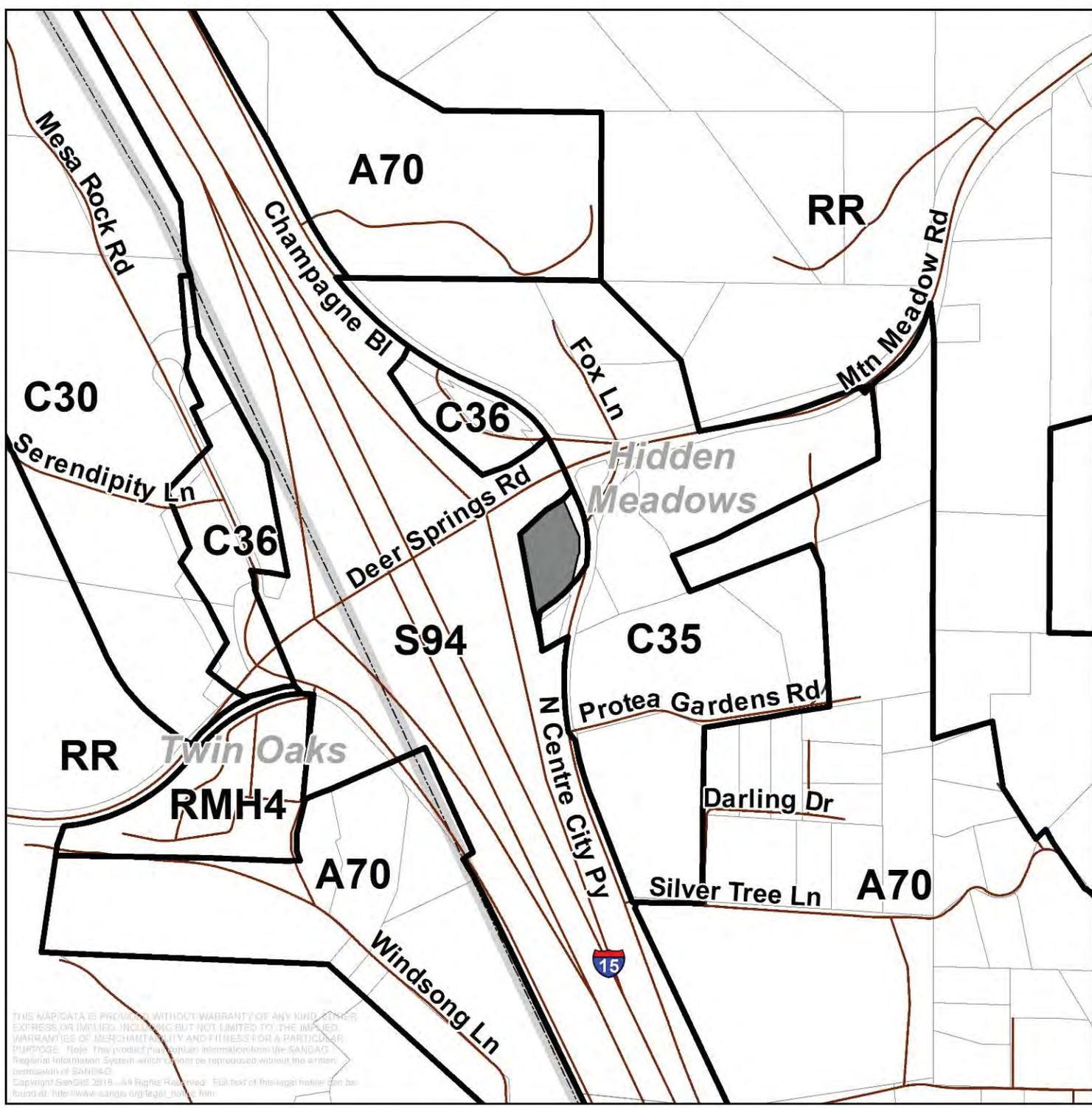
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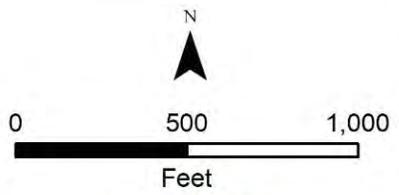
**KA Shell/Convenience Store  
PDS2017-STP-17-028  
Zoning**

*North County Metro  
Subregional Plan Area*

- A70 - Limited Agricultural
- C30 - Office Professional
- C35 - General Commercial/Limited Residential
- C36 - General Commercial
- RMH4 - Mobilehome Residential
- RR - Rural Residential
- S80 - Open Space
- S94 - Transportation/Utility Corridor



	Roads
	Site
	Parcels
	Zoning



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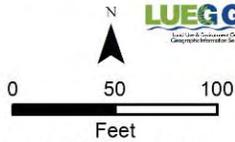


KA Shell/Convenience Store  
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North County Metro Subregional Plan Area

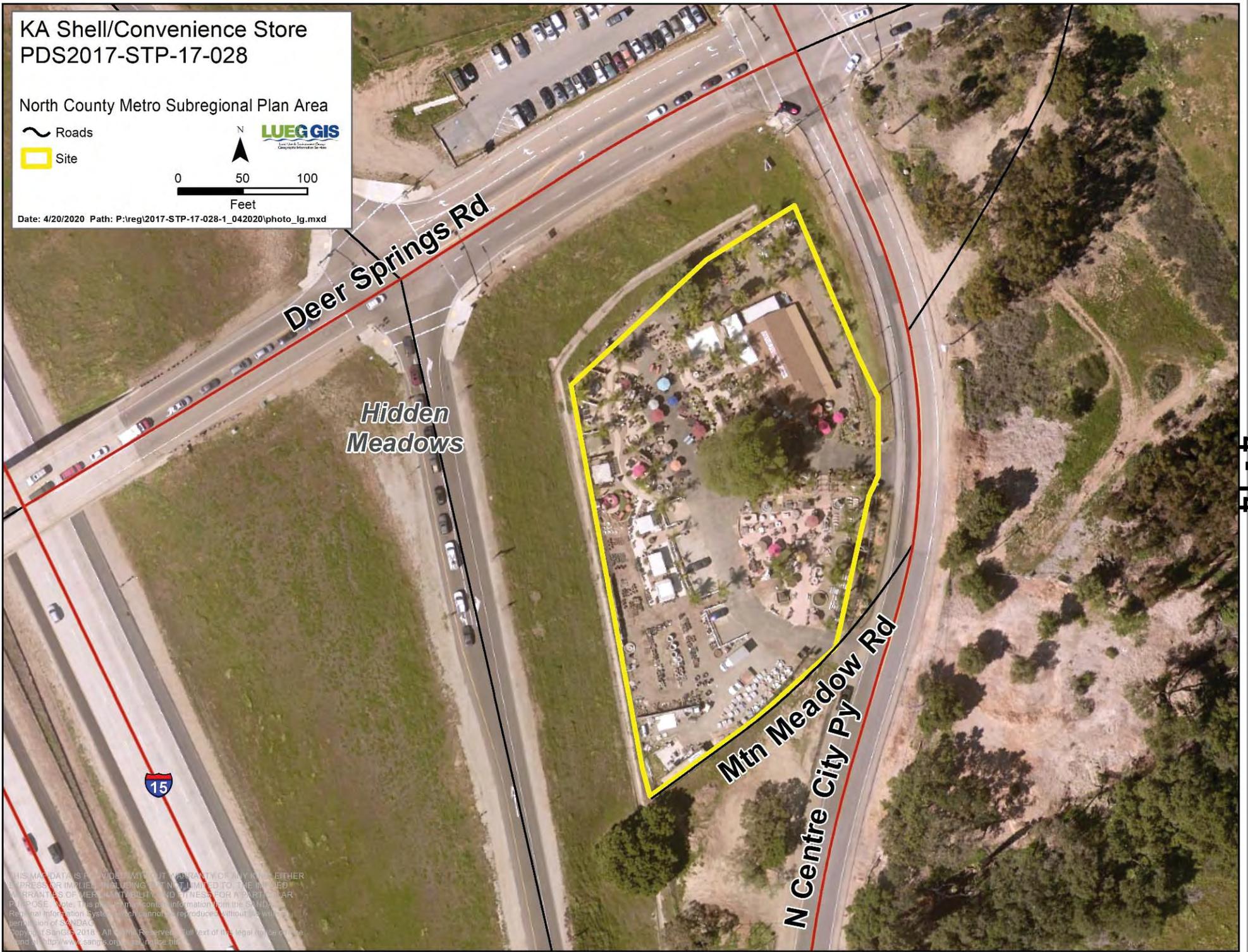
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Local Urban Environmental  
Geographic Information Services

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KA Shell/Convenience Store  
PDS2017-STP-17-028

North County Metro Subregional Plan Area



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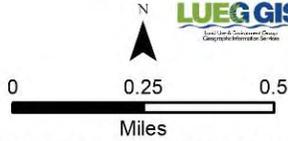
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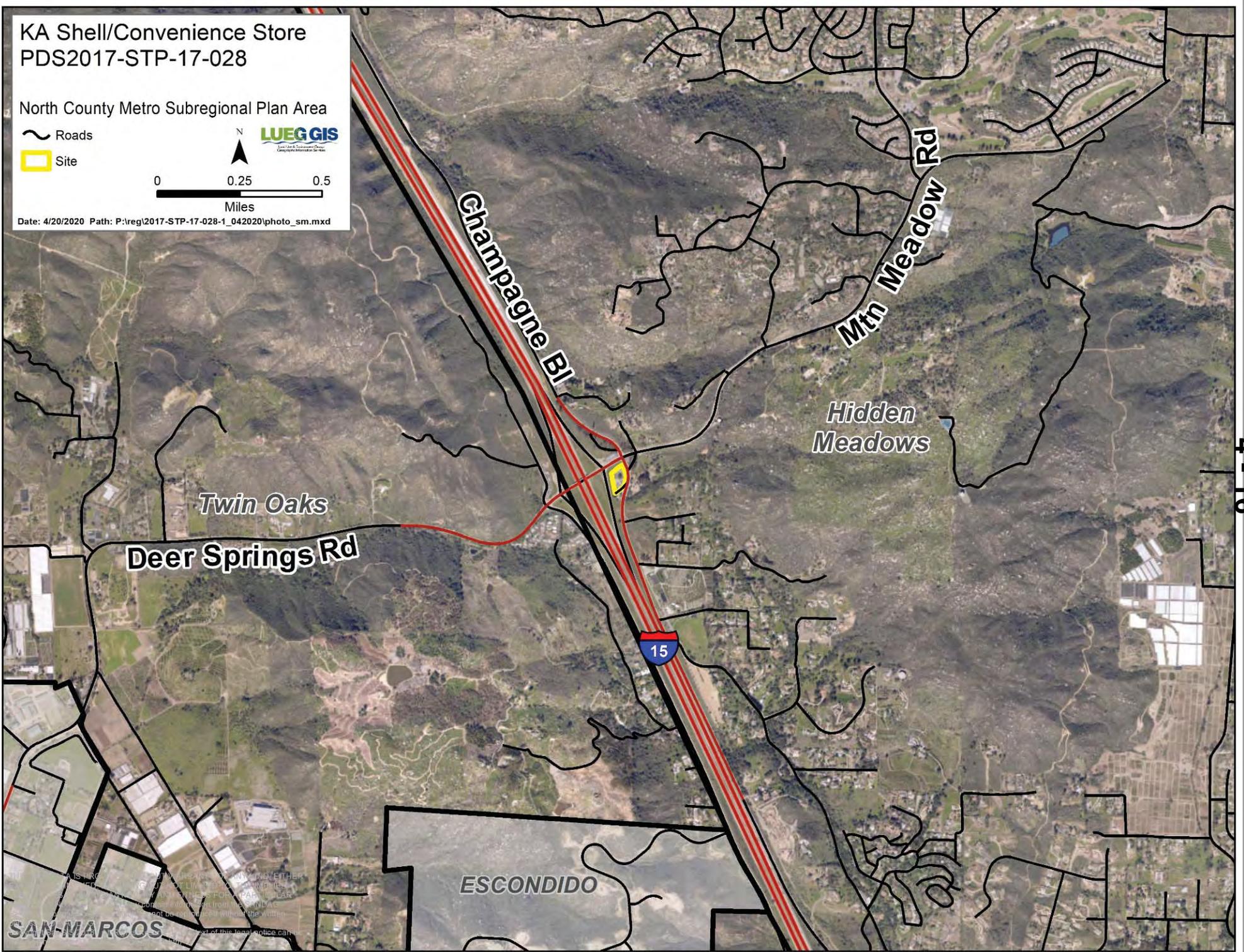
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**SAN-MARCOS**

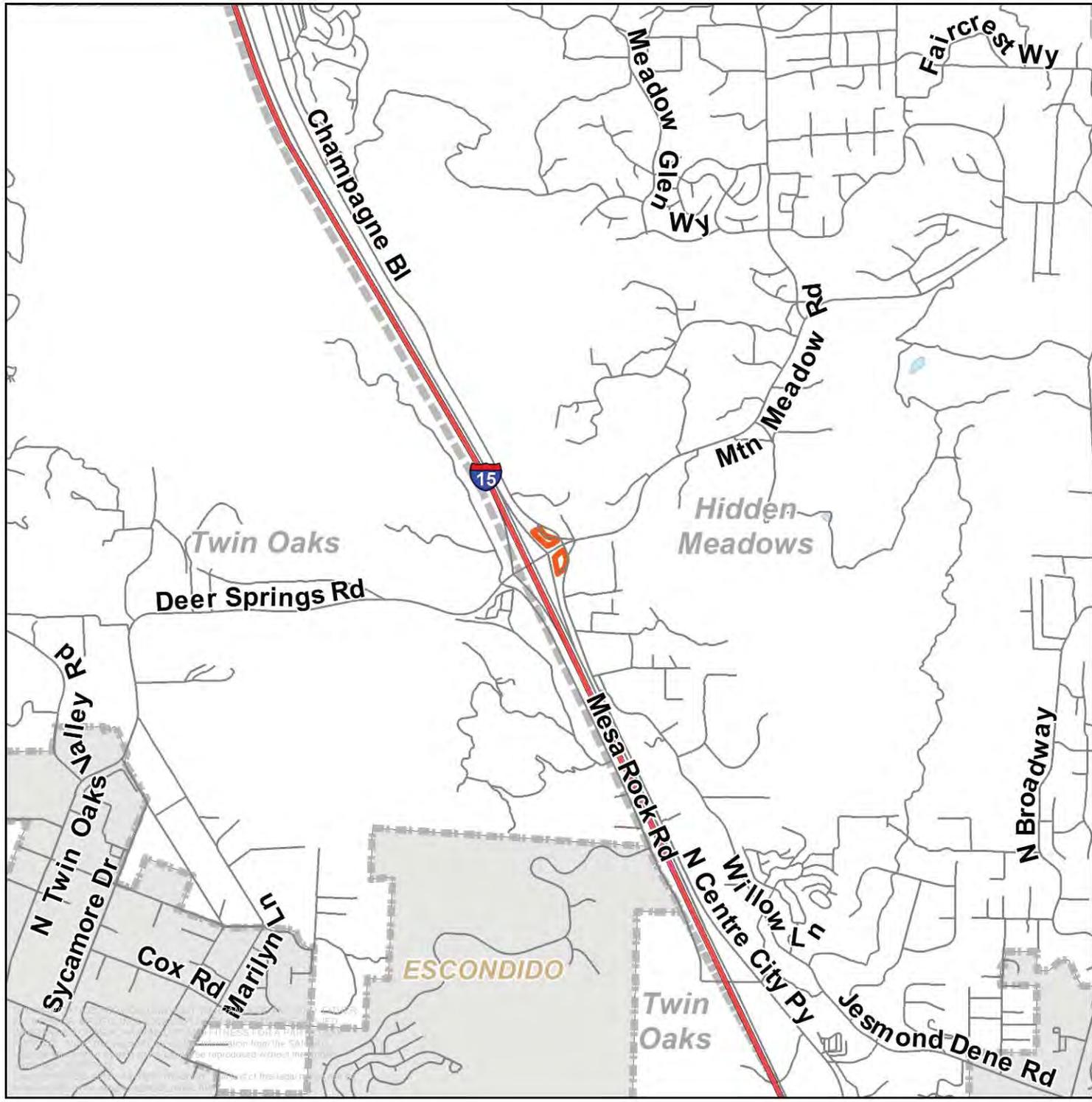
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KA Shell/Convenience Store  
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 Vicinity Map

North County Metro  
 Subregional Plan Area

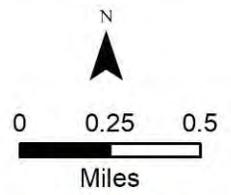


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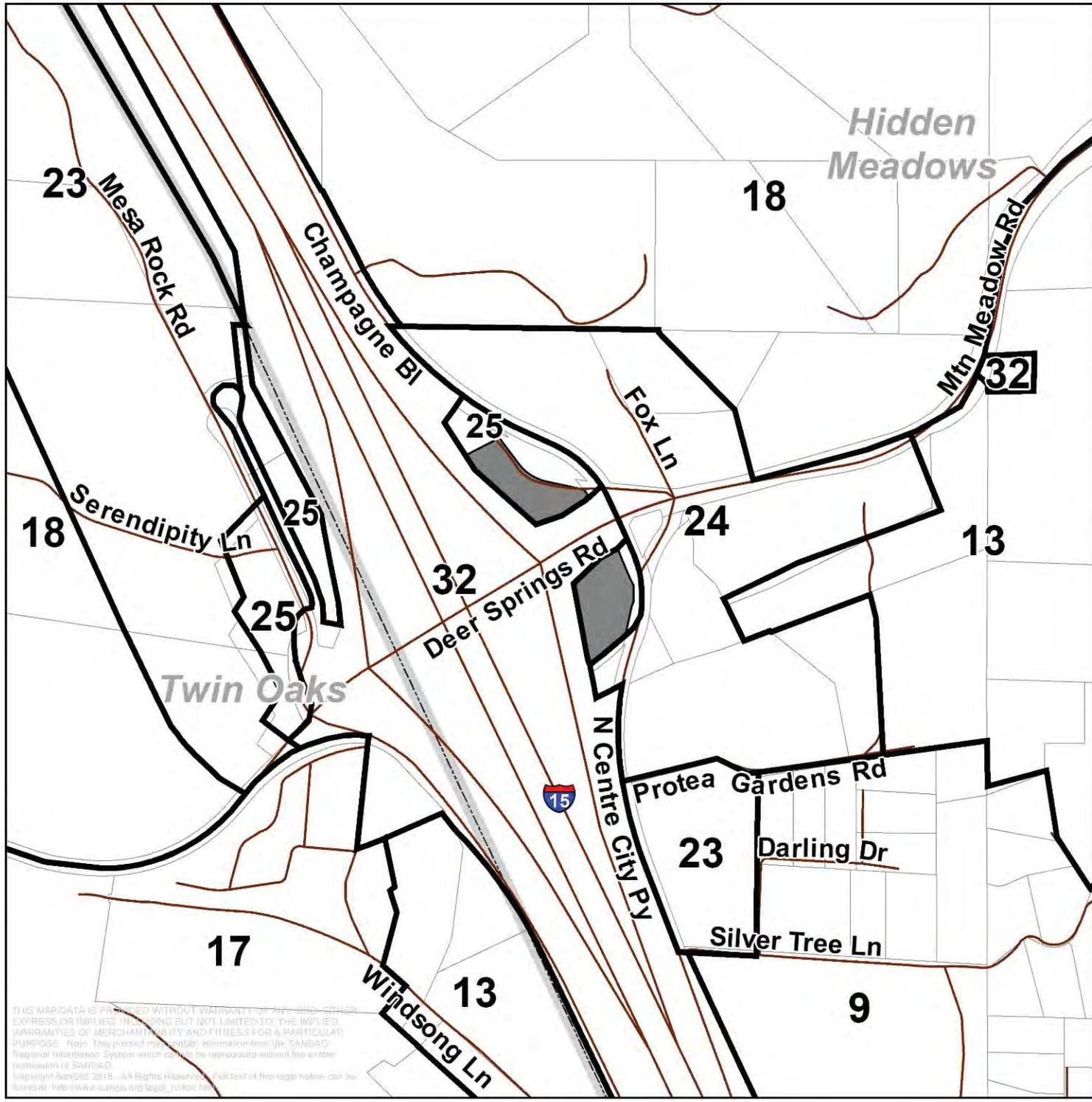
Legend:

- Roads (represented by a wavy line)
- Site (represented by an orange rectangle)

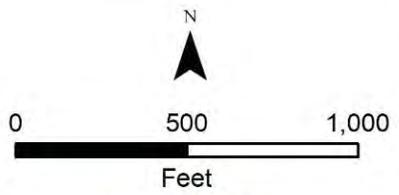


KA Shell/Convenience Store  
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- (9) Semi-Rural Residential (SR-1)
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- (18) Rural Lands (RL-20)
- (19) Rural Lands (RL-40)
- (23) Office Professional
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- (25) General Commercial
- (32) Public/Semi-Public Facilities
- (37) Open Space (Conservation)



	Roads
	Site
	Parcels
	Planning



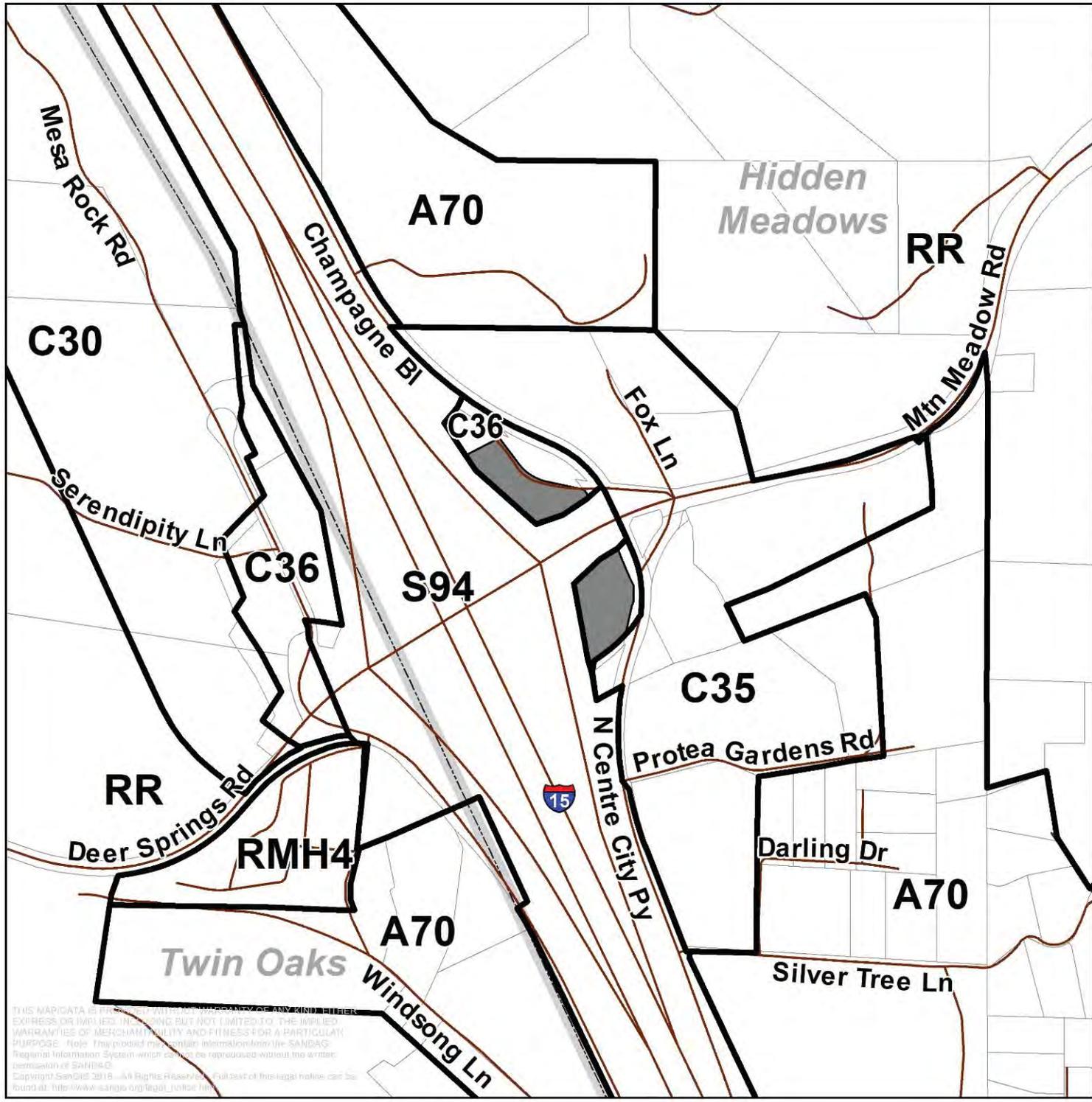
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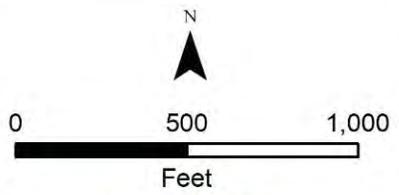
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Zoning  
 North County Metro  
 Subregional Plan Area

- A70 - Limited Agricultural
- C30 - Office Professional
- C35 - General Commercial/Limited Residential
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- RMH4 - Mobilehome Residential
- RR - Rural Residential
- S80 - Open Space
- S94 - Transportation/Utility Corridor



	Roads
	Site
	Parcels
	Zoning



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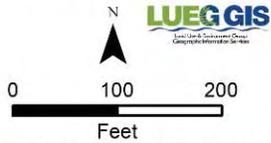
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KA Shell/Convenience Store  
PDS2017-STP-17-028

North County Metro Subregional Plan Area

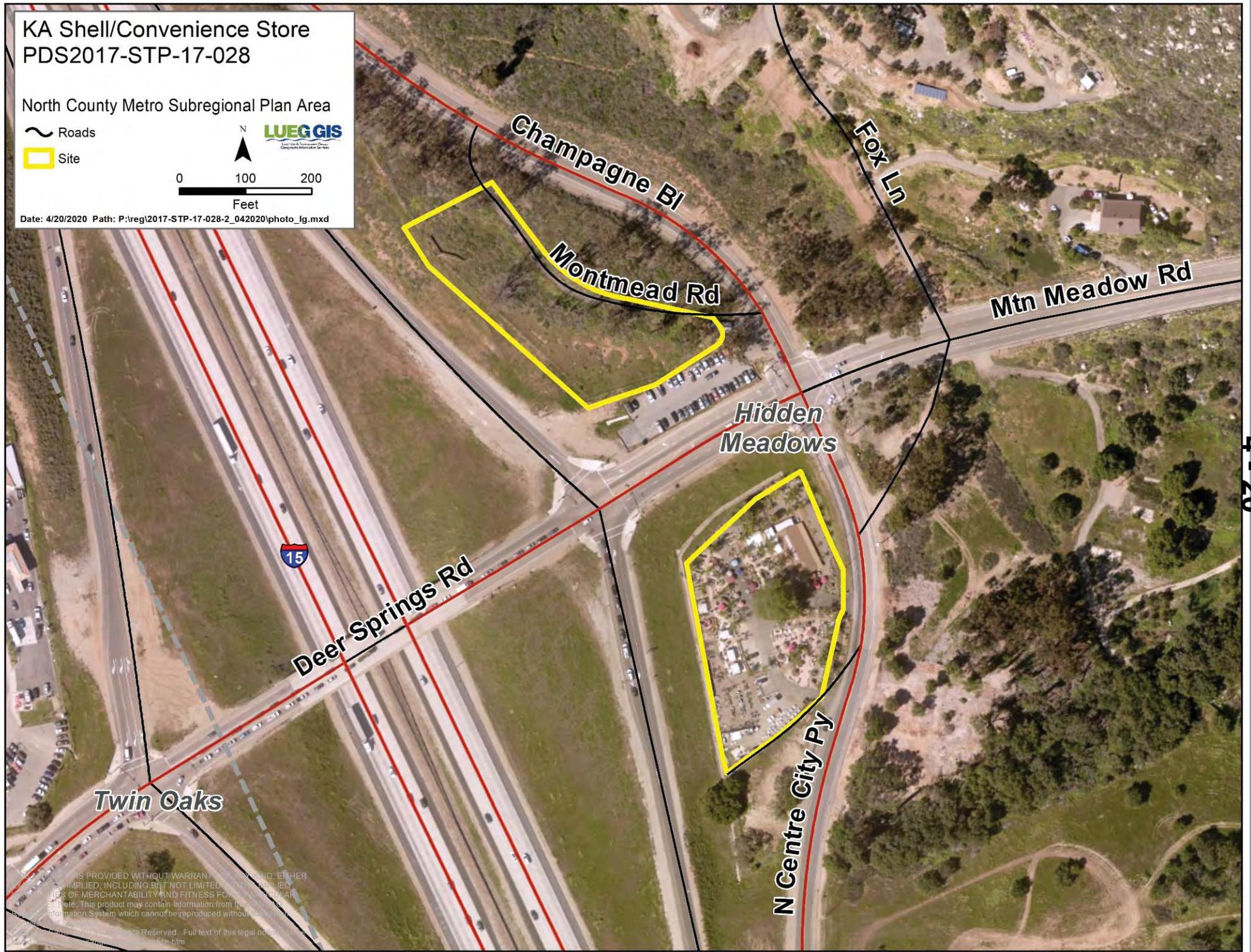
~ Roads

□ Site



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Geographic Information Services

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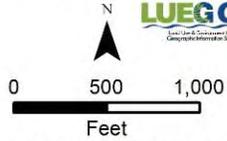
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KA Shell/Convenience Store  
PDS2017-STP-17-028

North County Metro Subregional Plan Area

~ Roads

□ Site



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LAND USE EVALUATION & GIS SERVICES

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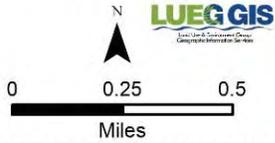
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KA Shell/Convenience Store  
PDS2017-STP-17-028

North County Metro Subregional Plan Area

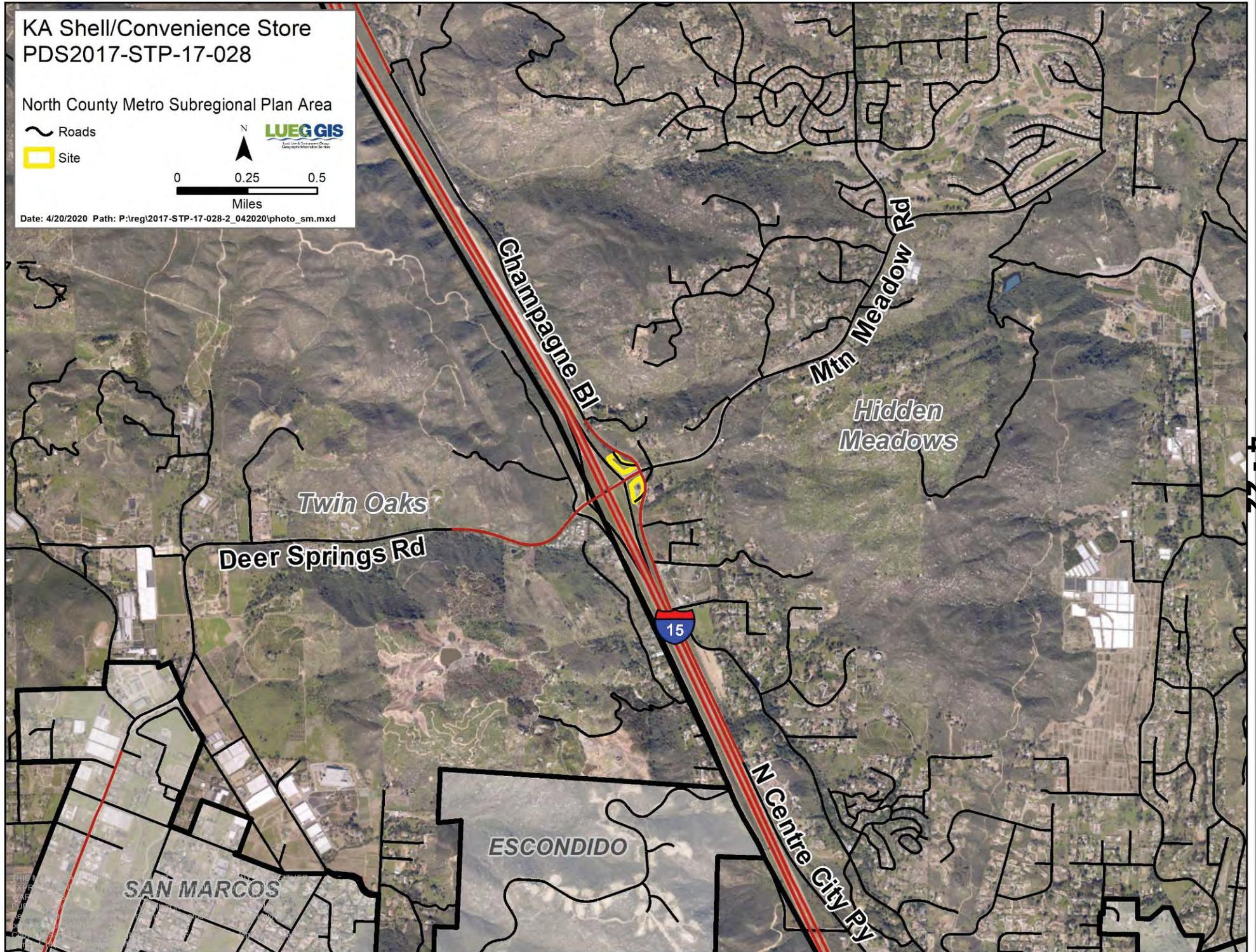
~ Roads

□ Site



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Landscape Urban Ecological  
Geographic Information Services

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## Attachment B - Environmental Documentation



# County of San Diego

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DIRECTOR

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**KATHLEEN A. FLANNERY**  
ASSISTANT DIRECTOR

## Statement of Reasons for Exemption from Additional Environmental Review and 15183 Checklist Pursuant to CEQA Guidelines §15183

**Date:** ~~December 12, 2019~~ May 21, 2020  
**Project Title:** KA Shell Gas Station and Convenience Store  
**Record ID:** PDS2017-STP-17-028, PDS2017-BC-17-0069,  
 LOG NO. PDS2017-ER-17-08-008  
**Plan Area:** North County Metropolitan Subregional Plan Area (Hidden Meadows Community)  
**GP Designation:** General Commercial (C-1)  
**Density:** N/A  
**Zoning:** General Commercial (C36)  
**Min. Lot Size:** N/A  
**Special Area Reg.:** B – Community Design Review  
**Lot Size:** 1.61 Acres (Site Plan Property)  
**Applicant:** KA Enterprises, Eugene Marini (858) 281-6091  
**Staff Contact:** Sean Oberbauer - (858) 495-5747  
[Sean.Oberbauer@sdcounty.ca.gov](mailto:Sean.Oberbauer@sdcounty.ca.gov)

### Project Description

#### Location:

The proposed project is located at the southwest corner of Deer Springs Road and North Centre City Parkway in the Hidden Meadows Community of the North County Metropolitan Subregional Plan in the unincorporated County of San Diego. The project consists of two commonly owned legal lots on the following APNs: (186-093-19-00, 186-093-23-00, 186-093-37-00, and 186-092-10-00)

#### Site Description:

The Site Plan is proposed on an approximately 1.61-acre property in order to authorize the construction and operation of a convenience store and gas station. The project site is subject to the Village Regional General Plan Regional Category, Land Use Designation General Commercial (C-1). Zoning for the site is General Commercial (C36). The project site is located directed adjacent to Interstate 15 (I-15), Deer Springs Road, and North Centre City Parkway. The Site Plan property contains an existing patio furniture sale use structure authorized under a Major Use Permit (Record ID: 3300-02-022).

#### Discretionary Actions:

The project consists of the following actions: Site Plan (STP) and Boundary Adjustment (BC). The Site Plan would allow for the construction of a convenience store and gas station and the Boundary

Adjustment would result in changes of the acreage of two existing legal lots to consist of 1.23 and 1.61 acres. The Site Plan is proposed on the 1.61-acre property.

## Project Description:

The project consists of the demolition of an existing patio furniture sales structure and shed (3,430 square feet total), and the construction of a 3,500 square-foot convenience store, a 5,983 square-foot canopy with eight multi-product dispensers which would contain a total of 16 gas pumps and 19 parking spaces. Earthwork consists of 8,800 cubic yards of fill, 4,109 cubic yards of cut, and a net import of 4,691 cubic yards of fill. Of the total quantities of cut and fill, approximately 680 cubic yards of material would be hauled off site and 2,020 cubic yards of material would be removed and recompact on-site. Water service for the project would be provided by the Valley Center Municipal Water District. The project also proposes the use of an on-site wastewater treatment system. Access to the site would be provided by a driveway connecting to North Centre City Parkway.

The project site is subject to the Village Regional General Plan Regional Category, Land Use Designation General Commercial (C-1). Zoning for the site is General Commercial (C36). The proposed uses are consistent with the Zoning and General Plan Land Use Designation of the property.

## **Overview**

California Public Resources Code section 21083.3 and California Environmental Quality Act (CEQA) Guidelines Section 15183 provide an exemption from additional environmental review for projects that are consistent with the development density established by existing zoning, community plan or general plan policies for which an Environmental Impact Report (EIR) was certified, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. Section 15183 specifies that examination of environmental effects shall be limited to those effects that: (1) Are peculiar to the project or the parcel on which the project would be located, and were not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan, with which the project is consistent, (2) Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action, or (3) Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR. Section 15183(c) further specifies that if an impact is not peculiar to the parcel or to the proposed project, has been addressed as a significant effect in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards, then an additional EIR need not be prepared for that project solely on the basis of that impact.

## **General Plan Update Program EIR**

The County of San Diego General Plan Update (GPU) establishes a blueprint for future land development in the unincorporated County that meets community desires and balances the environmental protection goals with the need for housing, agriculture, infrastructure, and economic vitality. The GPU applies to all of the unincorporated portions of San Diego County and directs population growth and plans for infrastructure needs, development, and resource protection. The GPU included adoption of new General Plan elements, which set the goals and policies that guide future development. It also included a corresponding land use map, a County Road Network map, updates to Community and Subregional Plans, an Implementation Plan, and other implementing policies and ordinances. The GPU focuses population growth in the western areas of the County where infrastructure and services are available in order to reduce the potential for growth in the eastern areas. The objectives of this population distribution strategy are to: 1) facilitate efficient, orderly growth by containing development within areas potentially served by the San Diego County Water Authority (SDCWA) or other existing infrastructure; 2) protect natural resources through the reduction of population capacity in sensitive areas; and 3) retain or enhance the character of communities within the unincorporated County. The SDCWA service area covers approximately the western one third of the unincorporated County. The SDWCA boundary

generally represents where water and wastewater infrastructure currently exist. This area is more developed than the eastern areas of the unincorporated County, and would accommodate more growth under the GPU.

The GPU EIR was certified in conjunction with adoption of the GPU on August 3, 2011. The GPU EIR comprehensively evaluated environmental impacts that would result from Plan implementation, including information related to existing site conditions, analyses of the types and magnitude of project-level and cumulative environmental impacts, and feasible mitigation measures that could reduce or avoid environmental impacts.

### Summary of Findings

The KA Mega Mart and Gas Station (PDS2017-STP-17-028 & PDS2017-BC-17-0069) is consistent with the analysis performed for the GPU EIR. Further, the GPU EIR adequately anticipated and described the impacts of the proposed project, identified applicable mitigation measures necessary to reduce project specific impacts, and the project implements these mitigation measures (see [http://www.sdcounty.ca.gov/PDS/gpupdate/docs/BOS\\_Aug2011/EIR/FEIR\\_7.00 - Mitigation Measures 2011.pdf](http://www.sdcounty.ca.gov/PDS/gpupdate/docs/BOS_Aug2011/EIR/FEIR_7.00_-_Mitigation_Measures_2011.pdf) for complete list of GPU Mitigation Measures.

A comprehensive environmental evaluation has been completed for the project as documented in the attached §15183 Exemption Checklist. This evaluation concludes that the project qualifies for an exemption from additional environmental review because it is consistent with the development density and use characteristics established by the County of San Diego General Plan, as analyzed by the San Diego County General Plan Update Final Program EIR (GPU EIR, ER #02-ZA-001, SCH #2002111067), and all required findings can be made.

In accordance with CEQA Guidelines §15183, the project qualifies for an exemption because the following findings can be made:

**1. The project is consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified.**

The proposed project consists of a commercial use and does not propose additional development density or residential uses that would be in conflict with the General Commercial (C-1) General Plan Land Use Designation or Village Regional Category for which the GPU EIR was certified.

**2. There are no project specific effects which are peculiar to the project or its site, and which the GPU EIR Failed to analyze as significant effects.**

The subject property is no different than other properties in the surrounding area, and there are no project specific effects which are peculiar to the project or its site. The project site is located in an area adjacent to commercially zoned property along Mountain Meadow Road and North Centre City Parkway on a project site containing an existing patio furniture sales use. The property does not support any peculiar environmental features, and the project would not result in any peculiar effects.

In addition, as explained further in the 15183 Checklist below, all project impacts were adequately analyzed by the GPU EIR. The project could result in potentially significant impacts to cultural resources. However, applicable mitigation measures such as monitoring as specified within the GPU EIR have been made conditions of approval for this project.

**3. There are no potentially significant off-site and/or cumulative impacts which the GPU EIR failed to evaluate.**

The proposed project is consistent with the use characteristics and limitations of the development considered by the GPU EIR through the application of a Site Plan and would represent a small

part of the growth that was forecasted for build-out of the General Plan. The GPU EIR considered the incremental impacts of the proposed project, and as explained further in the 15183 Exemption Checklist below, no potentially significant off-site or cumulative impacts have been identified which were not previously evaluated.

**4. There is no substantial new information which results in more severe impacts than anticipated by the GPU EIR.**

As explained in the 15183 exemption checklist below, no new information has been identified which would result in a determination of a more severe impact than what had been anticipated by the GPU EIR.

**5. The project will undertake feasible mitigation measures specified in the GPU EIR.**

As explained in the 15183 exemption checklist below, the project will undertake feasible mitigation measures specified in the GPU EIR. These GPU EIR mitigation measures will be undertaken through project design, compliance with regulations and ordinances, or through the project's conditions of approval.

_____ Signature	<b>May 21, 2020</b> Date
<b>Sean Oberbauer</b> Printed Name	<b>Project Manager</b> Title

## CEQA Guidelines §15183 Exemption Checklist

### Overview

This checklist provides an analysis of potential environmental impacts resulting from the proposed project. Following the format of CEQA Guidelines Appendix G, environmental effects are evaluated to determine if the project would result in a potentially significant impact triggering additional review under Guidelines section 15183.

- Items checked “Significant Project Impact” indicates that the project could result in a significant effect which either requires mitigation to be reduced to a less than significant level or which has a significant, unmitigated impact.
- Items checked “Impact not identified by GPU EIR” indicates the project would result in a project specific significant impact (peculiar off-site or cumulative that was not identified in the GPU EIR.
- Items checked “Substantial New Information” indicates that there is new information which leads to a determination that a project impact is more severe than what had been anticipated by the GPU EIR.

A project does not qualify for a §15183 exemption if it is determined that it would result in: 1) a peculiar impact that was not identified as a significant impact under the GPU EIR; 2) a more severe impact due to new information; or 3) a potentially significant off-site impact or cumulative impact not discussed in the GPU EIR.

A summary of staff’s analysis of each potential environmental effect is provided below the checklist for each subject area. A list of references, significance guidelines, and technical studies used to support the analysis is attached in Appendix A. Appendix B contains a list of GPU EIR mitigation measures.

	Significant Project Impact	Impact not identified by GPU EIR	Substantial New Information
<b>1. Aesthetics</b> – Would the Project:			
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion**

- 1(a) Scenic vistas are available in the project vicinity as the project is located adjacent to I-15, a Scenic Highway identified in the General Plan, and between Merriam Mountains and the Hidden Meadows Community. The project is located within the boundaries of the I-15 Design Review Corridor which requires the processing of a Site Plan permit in order to demonstrate conformance with the I-15 Corridor Design Review Guidelines. Plot plans including a site design and layout, architecture criteria, walls, fences, landscape palettes and materials have been submitted as part of the Site Plan application process. The project proposes re-development of an existing site that contains an existing commercial use. The size of the convenience store will be of comparable square footage to the existing patio furniture sales structure. Views of the rolling hills and terrain located east of the project site will not be impacted as the site is located on a property surrounding by fill slopes and roadways located at a height higher or equal to the proposed pad elevation. Drivers utilizing I-15 will have intermittent views of the project site as property located south of the project site contains mature vegetation which partially screen the site. Similar commercial uses and structures are located adjacent to I-15 and within views of the project vicinity including an ARCO and AM/PM convenience store located west of the project site on the western portion of I-15. Therefore, the project will not have a substantial adverse effect on a scenic vista.
- 1(b) The project site is located adjacent to the Interstate 15 Scenic Highway, Scenic Highway identified in the County of San Diego General Plan. Refer to response 1(a) for a discussion regarding impacts to scenic resources.
- 1(c) The project would be consistent with existing visual character of the project site and views within the community. The proposed project consists of the redevelopment of an existing site and will not substantially alter landform steep slopes. The proposed convenience store and gas station will be located on a property with a previously permitted commercial use for outdoor sales of patio furniture. All retaining walls will be required to be landscaped as detailed on the preliminary landscape plan. The project is consistent with the applicable sign regulations as well as the “G” Height Designator in the Zoning Ordinance which requires structures to be a maximum height of 35-feet. The existing visual character of views along roadways in the project area consist of incidental commercial and residential uses located adjacent to hills and mountains along each side of I-15. Refer to response 1(a) for additional discussions regarding impacts to the existing visual character of the

project site and vicinity. The project as designed will not substantially degrade the existing visual character or quality of the site and its surroundings.

- 1(d) Commercial lighting would be required to conform with the County’s Light Pollution Code to prevent spillover onto adjacent properties and minimize impacts to dark skies. The project will be required to demonstrate conformance with the County’s Lighting Code during the Building Permit Process. The project is also subject to the performance and lighting standards outlined Section 6300 of the Zoning Ordinance in order to prevent light pollution and spill onto adjacent properties. Therefore, the project will not create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area

**Conclusion**

As discussed above, the project would not result in any significant impacts to aesthetics; therefore, the project would not result in an impact which was not adequately evaluated by the GPU EIR.

**2. Agriculture/Forestry Resources – Would the Project:**

a) Convert 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, or other agricultural resources, to a non-agricultural use?




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




c) Conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production?




d) Result in the loss of forest land, conversion of forest land to non-forest use, or involve other changes in the existing environment, which, due to their location or nature, could result in conversion of forest land to non-forest use?




e) 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?




**Discussion**

- 2(a) The project site contains lands identified as Soils of Statewide Significance. However, the project site contains existing structures and is previously disturbed. A Major Use Permit (3300-02-022) was approved in 2004 which authorized an outdoor sales patio furniture use on the property. The property is also surrounded by highways and roads which would make the property difficult to support agriculture. Thus, the proposed project would not convert agricultural resources to a non-agricultural use.

- 2(b) The project site is not located within or adjacent to a Williamson Act contract or agriculturally zoned land. The nearest Williamson Act contract or Agricultural Preserve Area is located over a half of a mile northeast of the project site.
- 2(c) There are no timberland production zones on or near the property.
- 2(d) The project site is not located near any forest lands. Therefore, the proposed project would not result in the loss or conversion of forest lands.
- 2(e) As discussed in 2(a), the project site contains existing structures and is previously disturbed. A Major Use Permit (3300-02-022) was approved in 2004 which authorized an outdoor sales patio furniture use on the property. The property is also surrounded by highways and roads which would make the property difficult to support agriculture. Incidental agricultural uses are spread between residential uses at a minimum of approximately 1,000 feet east of the project site. The proposed project does not consist of a use that would prohibit expansion or conversion of agricultural uses within the project vicinity as it proposes to redevelop an existing operating commercial patio furniture use into a convenience store and gas station that is surrounded by roadways and highways. Therefore, the project would not result in the conversion of Important Farmland or other agricultural resources to a non-agricultural use.

**Conclusion**

As discussed above, the project would not result in any significant impacts to agricultural resources; therefore, the project would not result in an impact which was not adequately evaluated by the GPU EIR.

	<b>Significant Project Impact</b>	<b>Impact not identified by GPU EIR</b>	<b>Substantial New Information</b>
<b>3. Air Quality – Would the Project:</b>			
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"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion**

3(a) The project proposes development that was anticipated and considered by SANDAG growth projections used in development of the RAQS and SIP. Based on an Air Quality Study prepared by Rincon Consultants dated August 14, 2019, the demographic and socioeconomic estimates provided by the SANDAG Data Surfer database, unincorporated San Diego County is forecast to increase the number of civilian jobs by 41 percent between 2012 (116,268 jobs) to 2050 (163,933 jobs; SANDAG 2013). The project is anticipated to provide a total of potentially nine new employment opportunities, and these positions are expected to be filled by those in the Escondido, Hidden Meadows and neighboring communities. Project employment opportunities would account for approximately 0.02% of the job growth forecast by SANDAG for the unincorporated County.

The proposed project is subject to the General Plan Village Regional Category and General Commercial (C-1) Land Use Designation. The project is also subject to the North County Metropolitan and Hidden Meadows Community Plan Policies as well as the I-15 Corridor Design Guidelines. The property is zoned General Commercial (C36) which permits Gas Stations and Convenience Stores in accordance with Sections 2362, 2363, and 2980 of the Zoning Ordinance. The proposed use is consistent with the General Plan Designation and the Zoning for the site and a General Plan Amendment or Zoning Reclassification is not required for the project. As such, the project would not conflict with either the RAQS or the SIP. In addition, the operational emissions from the project are below screening levels, and will not violate any ambient air quality standards.

3(b) Grading operations associated with the construction of the project would be subject to the Grading Ordinance, which requires the implementation of dust control measures. Emissions from the construction phase would be minimal, temporary and localized, resulting in pollutant emissions below the screening level criteria established by County air quality guidelines for determining significance based on the data outlined in an Air Quality Study prepared by Rincon Consultants dated August 14, 2019. Based on a Traffic Impact Study dated October 15, 2019 prepared by Bill Darnell and Associates, the project will result in 2,560 Average Daily Trips (ADT), 179 AM peak hour trips, and 205 PM peak hour driveway trips. According to the SANDAG Not So Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, gas stations with convenience stores generate only 21% of their total ADT as primary trips with the remaining trips being related to diverted or pass-by trip. Project air emissions associated with construction and operational activities were estimated in the project's Air Quality Study. The emissions generated during construction activities and the operation of the project would not exceed San Diego County screening level thresholds for VOCs, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, or PM<sub>2.5</sub>. Therefore, the project's regional air quality impacts would be less than significant and no mitigation measures would be necessary.

3(c) The project would contribute PM<sub>10</sub>, NO<sub>x</sub>, and VOCs emissions from construction/grading activities; however, the incremental increase would not exceed established screening thresholds (see question 3(b) above)).

3(d) The project consists of the construction of a convenience store and gas station and does not propose additional residences or structures for human occupancy. The nearest residence and potential sensitive receptor to the project site is located approximately over 600 feet east of the project site. The project is located adjacent to I-15 and is surrounded by roadways adjacent to lands that are zoned for commercial uses. Potential pollutant concentrations associated with the use and construction of the project consist of

concentration of vehicle emissions due to ongoing traffic and use of the project site and potential fuels associated with the use of the gas station. The project site is located directly adjacent to I-15 and surrounding roadways which have existing operations of vehicular traffic. Fuels associated with the operation of the gas station must be permitted through the Department of Environmental Health Hazardous Materials Division through a hazardous materials business plan and permits for underground storage tanks. Underground storage tanks require maintenance and inspections in order to ensure that no leaks of fuel product will result in exposing any potential sensitive receptors to pollutants or leaking of product into the soil on the project site. Further information can be found in response 3(b).

3(e) According to the Air Quality Study prepared by Rincon Consultants dated August 14, 2019, The project could produce objectionable odors during construction and operation; however, these substances, if present at all, would only be in trace amounts and would not be distinguishable due to the location of the project adjacent to I-15 and the distance of sensitive receptors from the project site. Land uses and industrial operations typically associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, refineries, landfills, dairies, and fiberglass molding. The proposed operations of a convenience store and gas station are not typically associated with objectionable odors, though odors from gasoline product could be noticeable in the immediate vicinity of the site. The project site vicinity is adjacent to the I-15 offramp and approximately 375 feet from I-15. The nearest potentially sensitive receptors are more than 600 feet from the site, and it is unlikely that the odors from the project would be distinguishable from existing sources given the vehicle emissions associated with adjacent roadways in the vicinity of the project site. The project is also required to comply with SDAPCD Rule 51, public nuisance, which would require the limiting of objectionable odors to be emitted from the site. Therefore, the project would not generate objectionable odors.

**Conclusion**

As discussed above, the project would not result in any significant impacts to air quality; therefore, the project would not result in an impact which was not adequately evaluated by the GPU EIR.

<b>Significant Project Impact</b>	<b>Impact not identified by GPU EIR</b>	<b>Substantial New Information</b>
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**4. Biological Resources – Would the Project:**

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	--------------------------

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 Wildlife or US Fish and Wildlife Service?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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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?

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?

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?

**Discussion**

4(a) Based on a GIS analysis, the County’s Comprehensive Matrix of Sensitive Species, site photos, aerial imagery, and review of previous permits, it was determined that the project site is disturbed and does not support habitat that requires on-site or off-site mitigation. The project site is directly adjacent to the I-15 highway and the site is completely surrounded by roads. The project site is also not located within a pre-approved mitigation area within an adopted MSCP or the draft North County MSCP. The subject property has been disturbed since the 1960s upon the initial construction of the existing on-site structure. Surrounding roadways and highways have been widened over time since the late 1960s. All mature trees and vegetation on-site consist of ornamental trees that have been planted to support the existing patio furniture use. The Site Plan property is currently covered by a Major Use Permit (Record ID: 3300-02-022) which authorized an outdoor sales patio furniture store. The Major Use Permit was found to be exempt from CEQA in accordance with Section 15301 of the CEQA Guidelines as the project site has been historically disturbed. A breeding season avoidance notice will be placed on any future decision for the project which will notify the applicant that they can submit evidence and documentation to Fish and Wildlife and applicable agencies that demonstrates compliance with breeding seasons (February 1 – August 31) of potential nesting birds within existing ornamental mature trees surrounding the patio furniture site in accordance with the Migratory Bird Treaty Act. Therefore, the project will not have a substantial adverse effect, either directly or through habitat modifications, on any candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

4(b) Based on aerial imagery, GIS data, and previous permits associated with the property, no wetlands or jurisdictional waters were found onsite or offsite. As detailed in response a) above, potential direct and indirect impacts to sensitive natural communities identified in the RPO, NCCP, Fish and Wildlife Code, and Endangered Species Act have been evaluated and project will not require the purchase of off-site mitigation or dedication of habitat on-site as it is a previously disturbed property.

4(c) The proposed project site does not contain any wetlands as defined by Section 404 of the Clean Water Act, therefore, no impacts will occur.

- 4(d) Based on a GIS analysis, the County’s Comprehensive Matrix of Sensitive Species, site photos, aerial imagery, and review of previous permits, it was determined that the site is not part of a regional linkage/corridor as identified on MSCP maps nor is it in an area considered regionally important for wildlife dispersal. The site would not assist in local wildlife movement as it lacks connecting vegetation and visual continuity with other potential habitat areas in the general project vicinity. The project site is directly adjacent to the I-15 highway and the site is completely surrounded by roads. The project site is also not located within a pre-approved mitigation area within an adopted MSCP or the Draft North County MSCP. The subject property has been disturbed since the 1960s upon the initial construction of the existing on-site structure. Surrounding roadways and highways have been widened over time since the late 1960s. All mature trees and vegetation on-site consist of ornamental trees that have been planted to support the existing patio furniture use. Therefore, the project will not interfere with any established wildlife corridor or movement of wildlife species.
- 4(e) The project is located within a draft portion of the North County MSCP and outside of the adopted South County MSCP. Because the project is located outside of the adopted South County MSCP, conformance with the Biological Mitigation Ordinance is not applicable. The property is located outside of pre-approved mitigation area as identified by the North County MSCP and does not support Coastal Sage Scrub. The project is in conformance with the Resource Protection Ordinance (RPO) because it does not propose development of steep slopes and the project site does not contain sensitive lands and wetlands as defined by the RPO. Further information regarding conformance with the RPO and other applicable ordinances can be found within the Ordinance Compliance Checklist dated December 12, 2019. Therefore, the project will not 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.

**Conclusion**

The project could result in potentially significant impacts to biological resources; however, further environmental analysis is not required because:

1. No peculiar impacts to the project or its site have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not discussed by the GPU EIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the GPU EIR.
4. Feasible mitigation measures contained within the GPU EIR will be applied to the project.

<b>Significant Project Impact</b>	<b>Impact not identified by GPU EIR</b>	<b>Substantial New Information</b>
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**5. 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"/>	<input type="checkbox"/>	<input type="checkbox"/>
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- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?
- c) Directly or indirectly destroy a unique geologic feature?
- d) Directly or indirectly destroy a unique paleontological resource or site?
- e) Disturb any human remains, including those interred outside of formal cemeteries?

**Discussion**

5(a) Based on an analysis of records, databases, historic imagery, aerial imagery, and review of previous permits by a County approved archaeologist, it has been determined that there are no impacts to historical resources because they do not occur within the project site. The project site contains an existing structure currently being used for the operation of an outdoor sale patio furniture use which was authorized under a Major Use Permit (Record ID: 3300-02-022). The structure was constructed in the 1960s and is over 50 years old. However, the exterior of the structure has been altered including changes for storage areas for the patio furniture sale use. The structure does not display a high degree of integrity and would not be considered historically significant.

5(b) Based on an analysis of County of San Diego archaeology resource files, archaeological records, maps, and aerial photographs by the County of San Diego staff archaeologist, it has been determined that the project site does not contain any archaeological resources. The project site has been historically disturbed since the 1960s and since the approval of a previous Major Use Permit (Record ID: 3300-02-022) for the operation of an outdoor sales patio furniture sales use. The project site has also been subject to artificial fill and previous grading during the construction of the original on-site structure and adjacent roadways and highways. County staff requested a Sacred Lands Check with the Native American Heritage Commission (NAHC). The NAHC responded on July 25, 2017. The search had “negative results, however the area is sensitive for potential tribal cultural resources.”

As considered by the GPU EIR, potential impacts to cultural resources will be mitigated through ordinance compliance and through implementation of the following mitigation measures: grading monitoring under the supervision of a County-approved archaeologist and a Native American observer and conformance with the County’s Cultural Resource Guidelines if resources are encountered. The GPU EIR identified these mitigation measures as Cul-2.5. The environmental documentation associated with the project does not consist of a Mitigated Negative Declaration, Negative Declaration, or Environmental Impact Report which requires AB-53 consultation. However, the project will be conditioned to include monitoring in order to mitigate for potential impacts to cultural resources in the event that they are encountered during earth disturbing activities.

5(c) The site does not contain any unique geologic features that have been listed in the County’s Guidelines for Determining Significance for Unique Geology Resources nor does the site support any known geologic characteristics that have the potential to support unique geologic features.

5(d) A review of the County’s Paleontological Resources Maps and data on San Diego County’s geologic formations indicates that the project is located on Cretaceous Plutonic

formations that have no potential to contain unique paleontological resources. Therefore, no impacts would occur.

- 5(e) Based on an analysis of records and archaeological surveys of the property, it has been determined that the project site does not include a formal cemetery or any archaeological resources that might contain interred human remains.

**Conclusion**

The project could result in potentially significant impacts to cultural resources; however, further environmental analysis is not required because:

1. No peculiar impacts to the project or its site have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not discussed by the GPU EIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the GPU EIR.
4. Feasible mitigation measures contained within the GPU EIR will be applied to the project.

<b>Significant Project Impact</b>	<b>Impact not identified by GPU EIR</b>	<b>Substantial New Information</b>
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**6. 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: rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, liquefaction, and/or landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in an on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion**

- 6(a)(i) 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.

- 6(a)(ii) To ensure the structural integrity of all buildings and structures, the project must conform to the Seismic Requirements as outlined within the California Building Code. Compliance with the California Building Code and the County Building Code will ensure that the project will not result in a significant impact.
- 6(a)(iii) The project site is not within a “Potential Liquefaction Area” as identified in the County Guidelines for Determining Significance for Geologic Hazards. In addition, the site is not underlain by poor artificial fill or located within a floodplain. The project consists of remedial grading in order to recompact soils associated with the historic use of the project site.
- 6(a)(iv) The site is not located within a “Landslide Susceptibility Area” as identified in the County Guidelines for Determining Significance for Geologic Hazards. The project proposes remedial grading in order to recompact soils associated with the historic use of the project site.
- 6(b) According to the Soil Survey of San Diego County, the soils on-site are identified as Placentia sandy loam, 5 to 9 slopes, eroded, Placentia sandy loam, 2 to 9 percent slopes, and Visalia sandy loam, 2 to 5 percent slopes, and that has a soil erodibility rating of severe. However, the project site has also been subject to artificial fill and previous grading during the construction of the original on-site structure and adjacent roadways and highways. In addition, the project will not result in substantial soil erosion or the loss of topsoil because the project will be required to comply with the Watershed Protection Ordinance (WPO) and Grading Ordinance which will ensure that the project would not result in any unprotected erodible soils, will not alter existing drainage patterns, and will not develop steep slopes. Additionally, the project will be required to implement Best Management Practices (BMPs) to prevent fugitive sediment.
- 6(c) The project is not located on or near geological formations that are unstable or would potentially become unstable as a result of the project. The project site has also been subject to artificial fill and previous grading during the construction of the original on-site structure and adjacent roadways and highways. Furthermore, the project will be required to comply with the WPO and Grading Ordinance which will ensure that the project would not result in any unprotected erodible soils and will not develop steep slopes that could cause landslides, lateral spreading, subsidence, liquefaction, or collapse.
- 6(d) According to the Soil Survey of San Diego County the project is underlain by Placentia sandy loam, 5 to 9 slopes, eroded, Placentia sandy loam, 2 to 9 percent slopes, and Visalia sandy loam, 2 to 5 percent slopes, which may contain expansive soils as defined within Table 18-I-B of the Uniform Building Code (1994). However, the project site has also been subject to artificial fill and previous grading during the construction of the original on-site structure and adjacent roadways and highways. The project will not result in a significant impact because compliance with the Building Code and implementation of standard engineering techniques will ensure structural safety.
- 6(e) An onsite wastewater treatment design dated February 2020 and percolation report dated June 23, 2017 has been reviewed and approved by the Department of Environmental Health. Installation of the wastewater treatment and septic systems will be overseen by the Department of Environmental Health during the construction and building permit phase of the project.

**Conclusion**

As discussed above, the project would not result in any significant impacts to/from geology/soils; therefore, the project would not result in an impact which was not adequately evaluated by the GPU EIR.

	<b>Significant Project Impact</b>	<b>Impact not identified by GPU EIR</b>	<b>Substantial New Information</b>
<b>7. Greenhouse Gas Emissions – Would the Project:</b>			
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion**

7(a) The project would produce GHG emissions through construction activities, vehicle trips, and residential fuel combustion. However, the project falls below the screening criteria that were developed to identify project types and sizes that would have less than cumulatively considerable GHG emissions.

The County of San Diego adopted a Climate Action Plan on February 14, 2018 which outlines actions that the County will undertake to meet its greenhouse gas (GHG) emissions reductions targets. Implementation of the CAP requires that new development projects incorporate more sustainable design standards and implement applicable reduction measures consistent with the CAP. To help streamline this review and determine consistency of proposed projects with the CAP during development review, the County has prepared a CAP Consistency Review Checklist (Checklist). The proposed project would implement all applicable measures identified in the Checklist and would therefore be consistent with the County’s Climate Action Plan. The project will be required to submit a formal Landscape Documentation Package that is compliant with the County’s Water Conservation in Landscaping Ordinance. The Landscape Plan will be required the project to demonstrate a 40% reduction in the Maximum Applied Water Allowance (MAWA) for outdoor use landscaping. The project would be consistent with the County’s Climate Action Plan and General Plan assumptions through the implementation of measures identified in the County’s CAP Checklist.

In order to supplement the CAP Checklist, the applicant prepared a memo (dated November 18, 2019) which includes a discussion related to the Traffic generated by the project as Greenhouse Gas Emissions and the Climate Action Plan is aimed at reducing commute Vehicle Miles Traveled (VMT). According to the SANDAG Not So Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, gas stations with convenience stores generate only 21% of their total ADT as primary trips with the remaining trips being related to diverted or pass-by trip. The diverted or pass-by trips are typically generated by uses within the existing community. The nature of the use is intended to serve density in existing travel patterns associated with developed communities. The maximum amount of employees to serve and operate the site will be approximately three employees and their commutes will occur outside of typical commute

hours. To the extent feasible, the project would encourage alternative transportation and carpooling programs for employees of the proposed use. However, even a significant reduction in employee commutes would not result in a significant reduction in the project's overall VMT due to the minimal number of employees. Therefore, the project would not generate GHG emissions that would have a significant impact on the environment.

7(b) The proposed project is subject to the General Plan Village Regional Category and General Commercial (C-1) Land Use Designation. The project is also subject to the North County Metropolitan and Hidden Meadows Community Plan Policies as well as the I-15 Corridor Design Guidelines. The property is zoned General Commercial (C36) which permits Gas Stations and Convenience Stores in accordance with Sections 2362, 2363, and 2980 of the Zoning Ordinance. The proposed use is consistent with the General Plan Designation and the Zoning for the site and a General Plan Amendment or Zoning Reclassification is not required for the project. Additionally, the project has demonstrated consistency with the County's Climate Action Plan (see Question 7(a) above). Therefore, the project would be consistent with any applicable plan, policy, or regulation adopted for the purpose of reducing greenhouse gas emissions.

**Conclusion**

As discussed above, the project would not result in any significant impacts to greenhouse gas emissions; therefore, the project would not result in an impact which was not adequately evaluated by the GPU EIR.

<b>Significant Project Impact</b>	<b>Impact not identified by GPU EIR</b>	<b>Substantial New Information</b>
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**8. 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 or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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b) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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c) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, or is otherwise known to have been subject to a release of hazardous substances and, as a result, would it create a significant hazard to the public or the environment?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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d) 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"/>	<input type="checkbox"/>	<input type="checkbox"/>
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- e) 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?
- f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
- g) 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?
- h) 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?

**Discussion**

- 8(a) The project proposes storage of potential hazardous materials consisting of fuels that will be sold in product dispensers and stored in underground storage tanks on the project site. Fuels associated with the operation of the gas station must be permitted through the Department of Environmental Health Hazardous Materials Division through a hazardous materials business plan and permits for underground storage tanks. Underground storage tanks require maintenance and inspections in order to ensure that no leaks of fuel product will result in exposing any potential sensitive receptors to pollutants or leaking of product into the soil on the project site. The project site has been previously disturbed and graded and received authorization to operate an outdoor patio furniture sales use through a Major Use Permit (Record ID: 3300-02-022) approved in 2004. Any existing onsite septic systems will be required to be pumped and removed under the permitting of the Department of Environmental Health. Additionally, prior to demolition of the existing structure, a lead and asbestos survey will be conducted and a demolition permit will be required from the Department of Environmental Health for the removal and demolition of the existing structure in order to ensure that the project site is not subject to release of hazardous substances. Therefore, the project will not create a significant hazard to the public or the environment through the routine transport, storage, use, or disposal of hazardous materials or wastes or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment as the project requires additional permits for construction and operation of the site.
- 8(b) The project is not located within one-quarter mile of an existing or proposed school. Further information can be found in response 8(a). Therefore, the project will not have any effect on an existing or proposed school.
- 8(c) Based on historic imagery, review of previous permits, and review of applicable databases, the project site has not been subject to a release of hazardous substances. Additionally, the project does not propose structures for human occupancy or significant linear excavation within 1,000 feet of an open, abandoned, or closed landfill, is not located on or within 250 feet of the boundary of a parcel identified as containing burn ash (from

the historic burning of trash), and is not on or within 1,000 feet of a Formerly Used Defense Site. The project site has been previously disturbed and graded and received authorization to operate an outdoor patio furniture sales use through a Major Use Permit (Record ID: 3300-02-022) approved in 2004. Any existing onsite septic systems will be required to be pumped and removed under the permitting of the Department of Environmental Health. Additionally, prior to demolition of the existing structure, a lead and asbestos survey will be conducted and a demolition permit will be required from the Department of Environmental Health for the removal and demolition of the existing structure in order to ensure that the project site is not subject to release of hazardous substances. Further information regarding ongoing operations of the site and potential release of hazardous substances can be found in response 8(a). Therefore, the project will not emit or release hazardous materials due to the historic uses of the site.

- 8(d) The proposed project is not located within an Airport Land Use Compatibility Plan (ALUCP), an Airport Influence Area, or a Federal Aviation Administration Height Notification Surface. 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.
- 8(e) The proposed project is not within one mile of a private airstrip. Therefore, the proposed project would not result in a safety hazard for people residing or working in the project area.
- 8(f)(i) **OPERATIONAL AREA EMERGENCY PLAN AND MULTI-JURISDICTIONAL HAZARD MITIGATION PLAN:** The Operational Area Emergency Plan is a comprehensive emergency plan that defines responsibilities, establishes an emergency organization, defines lines of communications, and is designed to be part of the statewide Standardized Emergency Management System. The Operational Area Emergency Plan provides guidance for emergency planning and requires subsequent plans to be established by each jurisdiction that has responsibilities in a disaster situation. The Multi-Jurisdictional Hazard Mitigation Plan includes an overview of the risk assessment process, identifies hazards present in the jurisdiction, hazard profiles, and vulnerability assessments. The plan also identifies goals, objectives and actions for each jurisdiction in the County of San Diego, including all cities and the County unincorporated areas. The project will not interfere with this plan because it will not prohibit subsequent plans from being established or prevent the goals and objectives of existing plans from being carried out.
- 8(f)(ii) **SAN DIEGO COUNTY NUCLEAR POWER STATION EMERGENCY RESPONSE PLAN:** 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.
- 8(f)(iii) **OIL SPILL CONTINGENCY ELEMENT:** The project is not located along the coastal zone.
- 8(f)(iv) **EMERGENCY WATER CONTINGENCIES ANNEX AND ENERGY SHORTAGE RESPONSE PLAN:** 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.

8(f)(v) DAM EVACUATION PLAN: The project is not located within a dam inundation zone.

8(g) The proposed project is adjacent to wildlands that have the potential to support wildland fires. However, the project will not expose people or structures to a significant risk of loss, injury or death involving wildland fires because the project will comply with the regulations relating to emergency access, water supply, and defensible space specified in the Consolidated Fire Code. Also, a Fire Service Availability Letter dated October 2019 has been received from the Deer Springs Fire Protection District which indicates the expected emergency travel time to the project site to be 1 to 2 minutes which is within the maximum travel time allowed by the County Public Facilities Element. The project design has been reviewed and approved by the San Diego County Fire Authority. A Deer Springs Fire Protection District Station is located west of the project site directly across I-15 which is in close proximity to the project site. The project does not propose a residential use for occupancy. Therefore, the project will not 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

8(h) The project does not involve or support uses that would allow water to stand for a period of 72 hours or more (e.g. artificial lakes, agricultural 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.

**Conclusion**

As discussed above, the project would not result in any significant impacts to/from hazards/hazardous materials; therefore, the project would not result in an impact which was not adequately evaluated by the GPU EIR.

	Significant Project Impact	Impact not identified by GPU EIR	Substantial New Information
<b>9. Hydrology and Water Quality – Would the Project:</b>			
a) Violate any waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Is the project tributary to an already impaired water body, as listed on the Clean Water Act Section 303(d) list? If so, could the project result in an increase in any pollutant for which the water body is already impaired?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Could the proposed project cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

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?

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?

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

h) Provide substantial additional sources of polluted runoff?

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?

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

k) Expose people or structures to a significant risk of loss, injury or death involving flooding?

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

m) Inundation by seiche, tsunami, or mudflow?

**Discussion**

9(a) The project will require a National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges of Storm Water Associated with Construction Activities. A Priority Development Project Stormwater Quality Management Plan (SWQMP) was prepared for the project by Omega Consultants dated August 13, 2019. The SWQMP demonstrates that the project would comply with all requirements of the Watershed Protection Ordinance (WPO). The project will be required to implement site design measures, source control BMPs, and/or structural BMPs to reduce potential pollutants and address hydromodification impacts to the maximum extent practicable. These measures will enable the project to meet waste discharge requirements as required by the San Diego

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Municipal Permit, as implemented by the San Diego County Jurisdictional Runoff Management Program (JRMP) and BMP Design Manual, 2019.

In addition to WPO compliance this facility is subject to compliance with the Industrial Storm Water Permit with the CA State Water Resources Control Board (SWRCB) and is required to file a Notice of Intent (NOI) and develop and implement a Storm Water Pollution Prevention Plan (SWPPP) in the event that the project impacts an area of 1 or more acres

- 9(b) The project lies in the Twin Oaks (904.53) hydrologic subareas within the Carlsbad hydrologic unit. According to the Clean Water Act Section 303(d) list, a portion of these watersheds are impaired. Constituents of concern in the watershed include phosphorous, nutrients, bacteria, and trace metals. The project could have the potential to contribute to release of these pollutants; however, the project will comply with the WPO and implement site design measures, source control BMPs, and treatment control BMPs to prevent a significant increase of pollutants to receiving waters.
- 9(c) As stated in responses 9(a) and 9(b) above, implementation of BMPs and compliance with required ordinances will ensure that project impacts are less than significant.
- 9(d) The project will obtain its water supply from the Valley Center Municipal Water District that obtains water from surface reservoirs or other imported sources. The project will not use any groundwater. In addition, the project does not involve operations that would interfere substantially with groundwater recharge.
- 9(e) As outlined in the project's SWQMP and in responses 9(a) and 9(b), the project will implement source control and/or treatment control BMP's to reduce potential pollutants, including sediment from erosion or siltation, to the maximum extent practicable from entering storm water runoff and will ensure that project impacts are less than significant.
- 9(f) A Drainage Study was prepared by Omega Consultants dated August 13, 2019 for the proposed project. It was determined that the proposed project would not substantially alter the existing drainage pattern of the project site or area. As outlined in the project's SWQMP, the project will implement source control and/or structural BMP's to reduce potential pollutants, including sediment from erosion. The project will be required to go through Final Engineering during the Grading Permit and Building Permit process which commonly includes minor updates to drainage studies and stormwater quality management plans in order to ensure that any potential stormwater or drainage impacts are precisely addressed.
- 9(g) The project does not propose to create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems. The majority of the proposed improvements associated with the project will drain to a biofiltration BMP as well as runoff will be conveyed by a brow ditch that outlets to a rip-rap pad.
- 9(h) The project has the potential to generate pollutants; however, site design measures, source control BMPs, and treatment control BMPs will be employed such that potential pollutants will be reduced to the maximum extent practicable.
- 9(i) 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.

- 9(j) No 100-year flood hazard areas were identified on the project site or offsite improvement locations. Therefore, no structures would be placed within a 100-year flood hazard area which would impede or redirect flood flows.
- 9(k) The project site lies outside any identified special flood hazard area.
- 9(l) The project site lies outside 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.
- 9(m)(i) SEICHE: The project site is not located along the shoreline of a lake or reservoir.
- 9(m)(ii) TSUNAMI: The project site is not located in a tsunami hazard zone.
- 9(m)(iii) MUDFLOW: Mudflow is type of landslide. See response to question 6(a)(iv).

**Conclusion**

As discussed above, the project would not result in any significant impacts to/from hydrology/water quality; therefore, the project would not result in an impact which was not adequately evaluated by the GPU EIR.

<b>Significant Project Impact</b>	<b>Impact not identified by GPU EIR</b>	<b>Substantial New Information</b>
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**10. Land Use and Planning – Would the Project:**

- |   |                          |                          |                          |
|---|--------------------------|--------------------------|--------------------------|
| a) Physically divide an established community?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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"/> | <input type="checkbox"/> | <input type="checkbox"/> |

**Discussion**

- 10(a) The project does not propose the introduction of new infrastructure such as major roadways, water supply systems, or utilities to the area. Additionally, build-out of this site was anticipated in the GPU EIR and GPU EIR mitigation measures Lan-1.1 through Lan-1.3 requiring coordination efforts to ensure that development of the site would not divide an established community.
- 10(b) The proposed project is subject to the General Plan Village Regional Category and General Commercial (C-1) Land Use Designation. The project is also subject to the North County Metropolitan and Hidden Meadows Community Plan Policies as well as the I-15 Corridor Design Guidelines. The property is zoned General Commercial (C36) which permits Gas Stations and Convenience Stores in accordance with Sections 2362, 2363, and 2980 of the Zoning Ordinance. The project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, including policies of the General Plan and Community Plan.

**Conclusion**

As discussed above, the project would not result in any significant impacts to land use/planning; therefore, the project would not result in an impact which was not adequately evaluated by the GPU EIR.

	Significant Project Impact	Impact not identified by GPU EIR	Substantial New Information
<b>11. Mineral Resources – Would the Project:</b>			
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"/>	<input type="checkbox"/>	<input type="checkbox"/>
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"/>	<input type="checkbox"/>	<input type="checkbox"/>
11(a) The project site has been classified by the California Department of Conservation – Division of Mines and Geology as areas containing mineral occurrences of undetermined resource significance or “Resources Potentially Present” (MRZ-3). However, the project site is surrounded by Highways and roads with intermittent residential uses which are incompatible to future extraction of mineral resources on the project site. A future mining operation at the project site would likely create a significant impact to neighboring properties for issues such as noise, air quality, traffic, and possibly other impacts. Therefore, the project will not result in the loss of a known mineral resource because the resource has already been lost due to incompatible land uses.			
11(b) The project site is not located in an Extractive Use Zone (S-82), nor does it have an Impact Sensitive Land Use Designation (24) with an Extractive Land Use Overlay (25). Therefore, the proposed project would not result in the loss of a locally-important mineral resource recovery site.			

**Conclusion**

As discussed above, the project would not result in any significant impacts to mineral resources; therefore, the project would not result in an impact which was not adequately evaluated by the GPU EIR.

	Significant Project Impact	Impact not identified by GPU EIR	Substantial New Information
<b>12. Noise – Would the Project:</b>			
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"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

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?

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?

**Discussion**

12(a) The area surrounding the project site consists of highway uses such as I-15, roadways, vacant land, and residential and agricultural uses. The project will not expose people to potentially significant noise levels that exceed the allowable limits of the General Plan, Noise Ordinance, or other applicable standards for the following reasons:

General Plan – Noise Element: Policy 4b addresses noise sensitive areas and requires projects to comply with a Community Noise Equivalent Level (CNEL) of 60 decibels (dBA). Projects which could produce noise in excess of 60 dB(A) are required to incorporate design measures or mitigation as necessary to comply with the Noise Element. The project is located directly adjacent to I-15 and within a 60 Community Noise Equivalent Level (CNEL) contour as identified by the General Plan. However, the project does not propose residential occupancy or sensitive receptors to noise levels that are not in compliance with the Noise Element of the General Plan as the proposed project consists of a commercial use through the construction and operation of a gas station with a convenience store.

Noise Ordinance – Section 36-404: The project consists of a commercial development for a gas station and convenience store. Non-transportation noise generated by the project is not expected to exceed the standards of the Noise Ordinance at or beyond the project’s property line as the primary ongoing operation noise sources consist of intermittent vehicular truck signals and heating, ventilation and air conditioning (HVAC) equipment. The site is zoned General Commercial (C36) that has a one-hour average sound limit of 60 dBA daytime and 55 dBA nighttime. The adjacent properties are zoned Transportation and Utility Corridor (S94) and Neighborhood Commercial (C35) and currently do not include existing sensitive receptors or residential uses. The project is located directly adjacent to I-15 and within a 60 Community Noise Equivalent Level (CNEL) contour as identified by the General Plan. The nearest residence and sensitive receptor located near the project site is approximately 600 feet away from the project site. The project does not involve any noise producing equipment that would exceed applicable noise levels at the adjoining property line.

Noise Ordinance – Section 36-410: The project will not generate construction noise in excess of Noise Ordinance standards. Construction operations will occur only during permitted hours of operation. 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.

12(b) The proposed project does not propose residential occupancy or introduction of sensitive receptors to groundborne noise or vibration, nor does the project propose any major, new, or expanded infrastructure such as mass transit, highways, major roadways or intensive extractive industry that could generate excessive groundborne vibration or groundborne noise levels. Therefore, the project will not expose persons to or generate excessive groundborne vibration or groundborne noise levels on a project or cumulative level.

12(c) As indicated in the response listed under Section 12(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 any applicable noise standards. Also, the project is not expected to expose existing or planned noise sensitive areas to direct or cumulative noise impacts over existing ambient noise levels.

12(d) The project involves the following permanent noise sources that may increase the ambient noise level: Vehicular traffic on nearby roadways and heating, ventilation and air conditioning (HVAC) equipment. The project site is located over 600 feet away from the nearest residence. 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. Impacts would be less than significant.

The project does not involve any operational uses that may create substantial temporary or periodic increases in ambient noise levels in the project vicinity. Also, general construction noise is not expected to exceed the construction noise limits of the Noise Ordinance. Construction operations will occur only during permitted hours of operation. Also, the project will not operate construction equipment in excess of 75 dB for more than an 8 hours during a 24 hour period.

12(e) The project is not located within an Airport Land Use Compatibility Plan (ALUCP) for airports or within 2 miles of a public airport or public use airport.

12(f) The project is not located within a one-mile vicinity of a private airstrip.

**Conclusion**

As discussed above, the project would not result in any significant impacts to/from noise; therefore, the project would not result in an impact which was not adequately evaluated by the GPU EIR.

<b>Significant Project Impact</b>	<b>Impact not identified by GPU EIR</b>	<b>Substantial New Information</b>
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**13. 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"/>	<input type="checkbox"/>	<input type="checkbox"/>
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b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

**Discussion**

13(a) The project will not induce substantial population growth in an area because the project does not propose any physical or regulatory change that would remove a restriction to or encourage population growth in an area. The project does not include an increase in population

13(b) The project will not displace existing housing as the project involves the construction of a gas station and convenience and the removal of an existing outdoor patio furniture sales building. No occupied residential structures or housing are proposed to be removed as part of the project.

13(c) The proposed project will not displace any numbers of people as the project consists of the removal of an existing authorized outdoor patio furniture sales use by Major Use Permit Record ID: PDS2002-3300-02-022.

**Conclusion**

As discussed above, the project would not result in any significant impacts to populations/housing; therefore, the project would not result in an impact which was not adequately evaluated by the GPU EIR.

<b>Significant Project Impact</b>	<b>Impact not identified by GPU EIR</b>	<b>Substantial New Information</b>
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**14. Public Services – Would the Project:**

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance service ratios for fire protection, police protection, schools, parks, or other public facilities?

**Discussion**

14(a) The project does not include construction of new or altered public service facilities. The proposed development is consistent with the General Plan projections and Land Use regulations, therefore, service ratios for public services associated with the project were analyzed within the GPU EIR and the project is not anticipated to require additional services. Based on the project's service availability forms, the project would not result in the need for significantly altered services or facilities.

**Conclusion**

As discussed above, the project would not result in any significant impacts to public services; therefore, the project would not result in an impact which was not adequately evaluated by the GPU EIR.

	<b>Significant Project Impact</b>	<b>Impact not identified by GPU EIR</b>	<b>Substantial New Information</b>
<b>15. Recreation</b> – Would the Project:			
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion**

15(a) The project does not propose any residential use and will not increase the use of existing parks and other recreational facilities.

15(b) The project does not require the construction or expansion of recreational facilities.

**Conclusion**

As discussed above, the project would not result in any significant impacts to recreation; therefore, the project would not result in an impact which was not adequately evaluated by the GPU EIR.

	<b>Significant Project Impact</b>	<b>Impact not identified by GPU EIR</b>	<b>Substantial New Information</b>
<b>16. Transportation and Traffic</b> – Would the Project:			
a) Conflict with an applicable plan, ordinance or policy establishing measures of the effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- e) Result in inadequate emergency access?
- f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

**Discussion**

16(a) Level of Service (LOS) is a professional industry standard by which the operating conditions of a given roadway segment or intersection is measured. Level of Service is defined on a scale of A to F; where LOS A represents the best operating conditions and LOS F represents the worst operating conditions. LOS A facilities are characterized as having free flowing traffic conditions with no restrictions on maneuvering or operating speeds; traffic volumes are low and travel speeds are high. LOS F facilities are characterized as having forced flow with many stoppages and low operating speeds.

Based on a Traffic Impact Study dated October 15, 2019 prepared by Bill Darnell and Associates, the project will result in 2,560 Average Daily Trips (ADT), 179 AM peak hour trips, and 205 PM peak hour driveway trips. By taking into account the existing patio furniture use, the project will generate an addition 1,735 ADT, 126 AM peak hour and 138 PM peak hour trips. The proposed project will not have any impacts that will result in adjacent roadways or segments to operate at a LOS below the acceptable LOS D. The Traffic Impact Study identifies a potential direct impact to the Mesa Rock Road and the I-15 southbound on and off ramp, however, the segment will still operate at an acceptable LOS D. A supplemental memo prepared by Darnell and Associates dated March 19, 2020 analyzed updated traffic counts from 2019 demonstrating that the average daily traffic on all the segments of Deer Springs Road in the study area are on average 3.4% less than the traffic counts in the original Traffic Impact Study dated October 15, 2019.

The project will be subject to the payment of Traffic Impact Fees in accordance with the Traffic Impact Fee (TIF) Program in order to address potential cumulative impacts associated with the project and to roadways within the vicinity of the project site. In addition, the project would not conflict with policies related to non-motorized travel such as mass transit, pedestrian or bicycle facilities.

16(b) As discussed in 16(a), based on a Traffic Impact Study dated October 15, 2019 prepared by Bill Darnell and Associates, the project will result in 2,560 Average Daily Trips (ADT), 179 AM peak hour trips, and 205 PM peak hour driveway trips. By taking into account the existing patio furniture use, the project will generate an additional 1,735 ADT, 126 AM peak hour and 138 PM peak hour trips. According to the SANDAG Not So Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, gas stations with convenience stores generate only 21% of their total ADT as primary trips with the remaining trips being related to diverted or pass-by trips given the nature of the use. The additional 1,735 ADTs from the project do not exceed the 2400 trips (or 200 peak hour trips) required for study under the region’s Congestion Management Program as developed by SANDAG. The project also primarily generates 538 ADT as a result of the use. The project would be conditioned to obtain appropriate encroachments and approvals for any work within Caltrans or County of San Diego Right-of-Way as the project is located adjacent to roadways maintained by multiple jurisdictions. Therefore, the project does not conflict with an applicable congestion management program, including, but not limited to

level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways

- 16(c) The proposed project is located outside of an Airport Influence Area and is not located within two miles of a public or public use airport. Therefore, the project would not result in a change in air traffic patterns that could result in substantial safety risks.
- 16(d) The project will be conditioned to maintain adequate unobstructed sight distance. Therefore, the proposed project will not alter traffic patterns, roadway design, place incompatible uses (e.g., farm equipment) on existing roadways, or create curves, slopes or walls which would impede adequate sight distance on a road.
- 16(e) The Deer Springs Fire Protection District and the San Diego County Fire Authority have reviewed the project have determined that there is adequate emergency fire access. A Deer Springs Fire Protection District fire station is located on the western side of I-15 which is less than a quarter mile from the project site.
- 16(f) Based on the Traffic Impact Study, land use, and Site Plan application, and adjacent road classifications, the project is conditioned to construct and install a six-foot decomposed granite (DG) sidewalk along the North Centre City Parkway frontage. The project will also be conditioned to execute an Irrevocable Offer of Dedication (IOD) for future right-of-way to accommodate a maximum of 49-feet from the centerline of North Centre City Parkway. The project will not impede or result in the removal of existing roadways or transit systems such as an existing park-and-ride located north of the Site Plan project site. Therefore, the project will not result in the construction of any road improvements or new road design features that would interfere with the provision of public transit, bicycle or pedestrian facilities. In addition, the project does not generate sufficient travel demand to increase demand for transit, pedestrian or bicycle facilities.

**Conclusion**

As discussed above, the project would not result in any significant impacts to transportation/traffic; therefore, the project would not result in an impact which was not adequately evaluated by the GPU EIR.

	<b>Significant Project Impact</b>	<b>Impact not identified by GPU EIR</b>	<b>Substantial New Information</b>
<b>17. Utilities and Service Systems – Would the Project:</b>			
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?
- 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?
- f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?
- g) Comply with federal, state, and local statutes and regulations related to solid waste?

**Discussion**

- 17(a) The project proposes on-site wastewater treatment or septic designs that have been reviewed and approved by the Department of Environmental Health dated February 2020. The project as designed does not require wastewater treatment from a sewer provider. The Department of Environmental Health would permit the installation of the on-site wastewater treatment design during the construction and building permit phase of the project. The current project as designed would not exceed wastewater treatment requirements of the Regional Water Quality Control Board as preliminary designs of a wastewater treatment system for the property anticipate that the project could potentially generate a maximum of 2,600 gallons per day which is below thresholds that would require direct permitting from the Regional Water Quality Control Board.
- 17(b) The project does not include new or expanded 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. A service availability form has been provided which indicates adequate water services are available to the project from Valley Center Municipal Water District. The project proposes on-site wastewater treatment or septic designs dated February 2020 that have been reviewed and approved by the Department of Environmental Health. The project as designed does not require wastewater treatment from a sewer provider. The Department of Environmental Health would permit the installation of the on-site wastewater treatment design during the construction and building permit phase of the project. Therefore, the project will not require any construction of new or expanded facilities, which could cause significant environmental effects.
- 17(c) The project involves new storm water drainage facilities including bioretention basins as detailed in Stormwater Quality Management Plan dated However, these extensions will not result in additional adverse physical effects beyond those already identified in other sections of this environmental analysis.
- 17(d) The project requires water service from the Valley Center Municipal Water District. A Service Availability Letter from the Valley Center Municipal Water District has been provided which indicates that there is adequate water to serve the project.
- 17(e) The project proposes the use of an on-site wastewater treatment design dated February 2020 that has been reviewed and approved by the Department of Environmental Health. The project does not propose to connect to a sewer system for treatment of wastewater.

Therefore, the proposed project will not interfere with any wastewater treatment provider's service capacity.

17(f) All solid waste facilities, including landfills require solid waste facility permits to operate. There are five, permitted active landfills in San Diego County with remaining capacity to adequately serve the project.

17(g) The project will deposit all solid waste at a permitted solid waste facility during the construction and demolition phase of the project. The project does not anticipate ongoing generation of solid waste during operations of the project. 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 is also required to obtain approval from the Department of Environmental Health for the installation and operation of underground storage tanks as well as a hazardous materials business plan for any storage of fuels related to the use of the gas station on-site. 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.

### **Conclusion**

As discussed above, the project would not result in any significant impacts to utilities and service systems; therefore, the project would not result in an impact which was not adequately evaluated by the GPU EIR.

### **Attachments:**

Appendix A – References

Appendix B – Summary of Determinations and Mitigation within the Final Environmental Impact Report, County of San Diego General Plan Update, SCH # 2002111067

## Appendix A

The following is a list of project specific technical studies used to support the analysis of each potential environmental effect:

**Air Quality:**

Air Quality Study, Rincon Consultants, Inc., August 14, 2019

**Cultural:**

Native American Heritage Commission Sacred Lands Check, July 25, 2017

**Greenhouse Gas Emissions:**

Climate Action Plan Checklist dated August 2019

Greenhouse Gas Memo, Rincon Consultants, Inc. and KA Enterprises, November 18, 2019

**Hydrology/Water Quality:**

Stormwater Quality Management Plan (SWQMP), Omega Consultants, August 13, 2019

Drainage Study, Omega Consultants, August 13, 2019

**Percolation Report and On-site Wastewater Treatment:**

Percolation Test Report and On-site Wastewater Treatment, Vinje and Middleton Engineering, Inc., June 2017

Preliminary On-site Wastewater Treatment Design, Vinje and Middleton Engineering, Inc., February 2020

**Previous Major Use Permit:**

Major Use Permit (Record ID: 3300-02-022) Approved January 15, 2004, Plot Plans

Major Use Permit (Record ID: 3300-02-022) Approved January 15, 2004, Decision

**Service Availability Forms:**

Project Facility Availability - Fire, Deer Springs Fire Protection District, October 18, 2019

Project Facility Availability – Water, Valley Center Municipal Water District, June 9, 2017

**Traffic/Transportation:**

Traffic Study, Darnell and Associates, October 15, 2019

Response to Comments – Deer Springs Project, Supplemental Memo, Darnell and Associates, March 19, 2020

For a complete list of technical studies, references, and significance guidelines used to support the analysis of the General Plan Update Final Certified Program EIR, dated August 3, 2011, please visit the County's website at:

[http://www.sdcounty.ca.gov/PDS/gpupdate/docs/BOS\\_Aug2011/EIR/FEIR\\_5.00\\_-\\_References\\_2011.pdf](http://www.sdcounty.ca.gov/PDS/gpupdate/docs/BOS_Aug2011/EIR/FEIR_5.00_-_References_2011.pdf)

## Appendix B

A Summary of Determinations and Mitigation within the Final Environmental Impact Report, County of San Diego General Plan Update, SCH # 2002111067 is available on the Planning and Development Services website at:

[http://www.sdcounty.ca.gov/pds/gpupdate/GPU\\_FEIR\\_Summary\\_15183\\_Reference.pdf](http://www.sdcounty.ca.gov/pds/gpupdate/GPU_FEIR_Summary_15183_Reference.pdf)

**REVIEW FOR APPLICABILITY OF/COMPLIANCE WITH  
ORDINANCES/POLICIES**

**FOR PURPOSES OF CONSIDERATION OF**

**KA Shell Gas Station and Convenience Store,  
PDS2017-STP-17-028, PDS2017-BC-17-0069, PDS2017-ER-17-08-008**

**December 12, 2019**

**I. HABITAT LOSS PERMIT ORDINANCE** – Does the proposed project conform to the Habitat Loss Permit/Coastal Sage Scrub Ordinance findings?

YES

NO

NOT APPLICABLE/EXEMPT

While the proposed project and off-site improvements are located outside of the boundaries of the Multiple Species Conservation Program, the project site and locations of any off-site improvements do not contain habitats subject to the Habitat Loss Permit/Coastal Sage Scrub Ordinance. Therefore, conformance to the Habitat Loss Permit/Coastal Sage Scrub Ordinance findings is not required.

**II. MSCP/BMO** - Does the proposed project conform to the Multiple Species Conservation Program and Biological Mitigation Ordinance?

YES

NO

NOT APPLICABLE/EXEMPT

The proposed project and any off-site improvements related to the proposed project are located outside of the boundaries of the Multiple Species Conservation Program. Therefore, conformance with the Multiple Species Conservation Program and the Biological Mitigation Ordinance is not required.

**III. GROUNDWATER ORDINANCE** - Does the project comply with the requirements of the San Diego County Groundwater Ordinance?

YES

NO

NOT APPLICABLE/EXEMPT

The project does not propose the use of groundwater and water service will be provided by the Valley Center Municipal Water District as indicated by Service Availability Form dated June 9, 2017.

**IV. RESOURCE PROTECTION ORDINANCE** - Does the project comply with:

The wetland and wetland buffer regulations (Sections 86.604(a) and (b)) of the Resource Protection Ordinance?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	NOT APPLICABLE/EXEMPT <input type="checkbox"/>
The Floodways and Floodplain Fringe section (Sections 86.604(c) and (d)) of the Resource Protection Ordinance?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	NOT APPLICABLE/EXEMPT <input type="checkbox"/>
The <a href="#">Steep Slope</a> section (Section 86.604(e))?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	NOT APPLICABLE/EXEMPT <input type="checkbox"/>
The Sensitive Habitat Lands section (Section 86.604(f)) of the Resource Protection Ordinance?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	NOT APPLICABLE/EXEMPT <input type="checkbox"/>
The Significant Prehistoric and Historic Sites section (Section 86.604(g)) of the Resource Protection Ordinance?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	NOT APPLICABLE/EXEMPT <input type="checkbox"/>

***Wetland and Wetland Buffers:***

The site contains no wetland habitats as defined by the San Diego County Resource Protection Ordinance. The site does not have a substratum of predominately undrained hydric soils, the land does not support, even periodically, hydric plants, nor does the site have a substratum that is non-soil and is saturated with water or covered by water at some time during the growing season of each year. Therefore, it has been found that the proposed project complies with the Resource Protection Ordinance.

***Floodways and Floodplain Fringe:***

The project is not located near any floodway or floodplain fringe area as defined in the resource protection ordinance, nor is it near a watercourse plotted on any official County floodway or floodplain map. Therefore, it has been found that the proposed project complies with the Resource Protection Ordinance.

***Steep Slopes:***

The average slope for the property is less than 25 percent gradient. Slopes with a gradient of 25 percent or greater and 50 feet or higher in vertical height are required to be placed in open space easements by the San Diego County Resource Protection Ordinance (RPO). There are no steep slopes on the project site within the Site Plan boundaries as the property has previously been developed. Therefore, it has been found that the proposed project complies with Sections 86.604(e) of the RPO.

***Sensitive Habitats:***

Sensitive habitat lands include unique vegetation communities and/or habitat that is either necessary to support a viable population of sensitive species, is critical to the proper functioning of a balanced natural ecosystem, or which serves as a functioning wildlife corridor. No sensitive habitat lands have been identified on the project site as the project site has previously been developed and authorized for development since

the 1960s and through the authorization of a Major Use Permit (Record ID: 3300-02-022) for the operation of an outdoor sales patio furniture sales use. Therefore, it has been found that the proposed project complies with Section 86.604(f) of the Resource Protection Ordinance.

***Significant Prehistoric and Historic Sites:***

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, it has been determined that the project site does not contain any archaeological resources. The project site has been historically disturbed since the 1960s and since the approval of a previous Major Use Permit (Record ID: 3300-02-022) for the operation of an outdoor sales patio furniture sales use. The project will be conditioned to require archaeological monitoring during earth-disturbing activities. Therefore, it has been found that the proposed project complies with Section 86.604(g) of the RPO.

**V. STORMWATER ORDINANCE (WPO)** - Does the project comply with the County of San Diego Watershed Protection, Stormwater Management and Discharge Control Ordinance (WPO)?

YES

NO

NOT APPLICABLE

The project Storm Water Quality Management Plan has been reviewed and is found to be complete and in compliance with the WPO.

**VI. NOISE ORDINANCE** – Does the project comply with the County of San Diego Noise Element of the General Plan and the County of San Diego Noise Ordinance?

YES

NO

NOT APPLICABLE

The proposal would not expose people to nor generate potentially significant noise levels which exceed the allowable limits of the County of San Diego Noise Element of the General Plan, County of San Diego Noise Ordinance, and other applicable local, State, and Federal noise control regulations.

General Plan – Noise Element: Policy 4b addresses noise sensitive areas and requires projects to comply with a Community Noise Equivalent Level (CNEL) of 60 decibels (dBA). Projects which could produce noise in excess of 60 dB(A) are required to incorporate design measures or mitigation as necessary to comply with the Noise Element. The project is located directly adjacent to I-15 and within a 60 Community Noise Equivalent Level (CNEL) contour as identified by the General Plan. However, the project does not propose residential occupancy or sensitive receptors to noise levels that are not in compliance with the Noise Element of the General Plan as the proposed project consists of a commercial use through the construction and operation of a gas station with a convenience store.

Noise Ordinance – Section 36-404: The project consists of a commercial development for a gas station and convenience store. Non-transportation noise generated by the project is not expected to exceed the standards of the Noise Ordinance at or beyond the project's property line as the primary ongoing operation noise sources consist of intermittent vehicular truck signals and heating, ventilation and air conditioning (HVAC) equipment. The site is zoned General Commercial (C36) that has a one-hour average sound limit of 60 dBA daytime and 55 dBA nighttime. The adjacent properties are zoned Transportation and Utility Corridor (S94) and Neighborhood Commercial (C35) and currently do not include existing sensitive receptors or residential uses. The project is located directly adjacent to I-15 and within a 60 Community Noise Equivalent Level (CNEL) contour as identified by the General Plan. The nearest residence and sensitive receptor located near the project site is approximately 600 feet away from the project site. The project does not involve any noise producing equipment that would exceed applicable noise levels at the adjoining property line.

Noise Ordinance – Section 36-410: The project will not generate construction noise in excess of Noise Ordinance standards. Construction operations will occur only during permitted hours of operation. 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.

**ENVIRONMENTAL FINDINGS**

KA SHELL GAS STATION AND CONVENIENCE STORE  
PDS2017-STP-17-028, PDS2017-BC-17-0069, PDS2017-ER-17-08-008

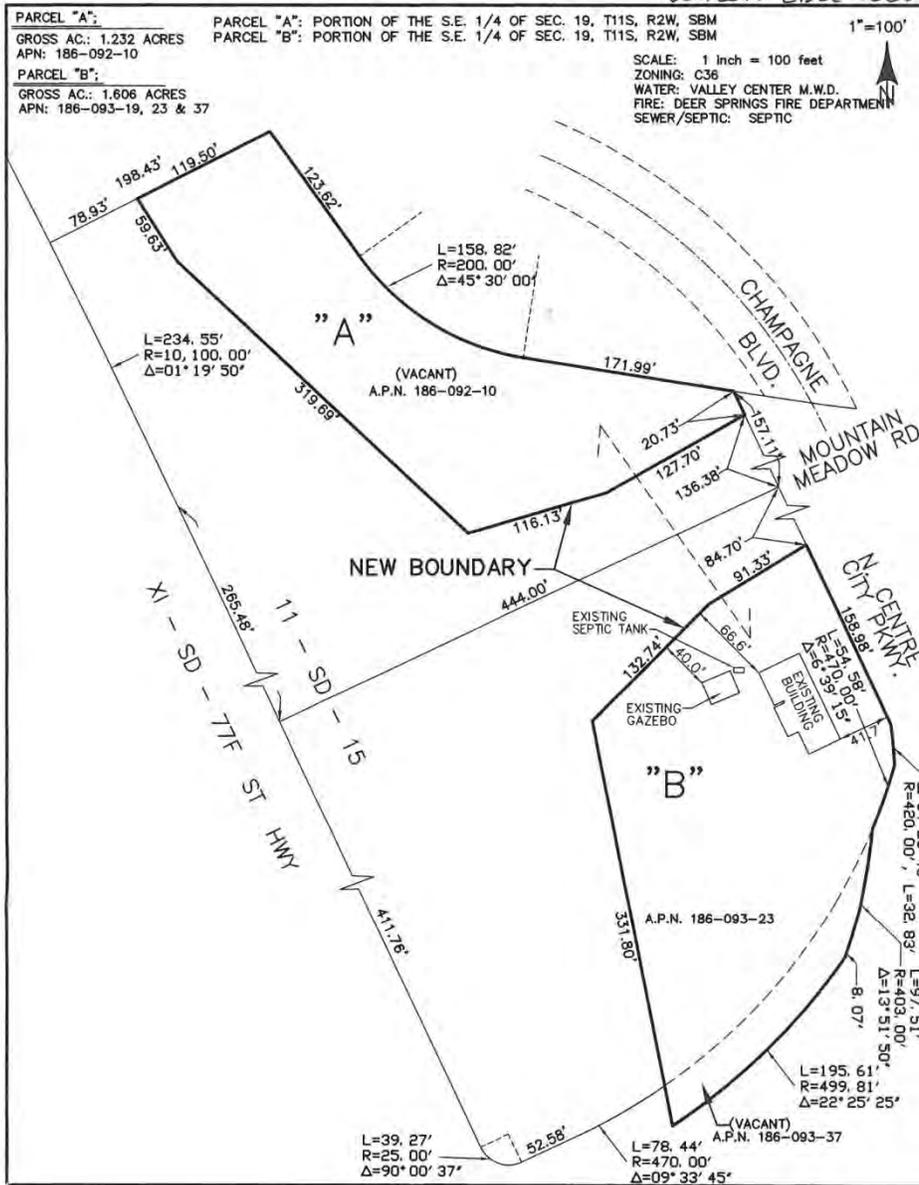
May 21, 2020

1. In accordance with State CEQA Guidelines section 15183, find the project is exempt from further environmental review for the reasons stated in the 15183 Statement of Reasons dated May 21, 2020 because the project is consistent with the General Plan for which an environmental impact report dated August 2011 on file with Planning & Development Services as Environmental Review Number 02-ZA-001 (GPU EIR) was certified, there are no project specific effects which are peculiar to the project or its site, there are no project impacts which the GPU EIR failed to analyze as significant effects, there are no potentially significant off-site and/or cumulative impacts which the GPU EIR failed to evaluate, there is no substantial new information which results in more severe impacts than anticipated by the GPU EIR, and that the application of uniformly applied development standards and policies, in addition to feasible mitigation measures included as project conditions would substantially mitigate the effects of the project.
2. In accordance with State CEQA Guidelines section 15183(e)2, the Zoning Administrator, at a duly noticed public hearing on May 21, 2020, found that feasible mitigation measures identified in the General Plan Update EIR will be undertaken.
3. Find that the proposed project is consistent with the Resource Protection Ordinance (County Code, section 86.601 et seq.).
4. Find that plans and documentation have been prepared for the proposed project that demonstrate that the project complies with the Watershed Protection, Stormwater Management, and Discharge Control Ordinance (County Code, section 67.801 et seq.).

**Attachment C – Site Plan and  
Preliminary Grading Plan**

# 4 - 64 PLAT

DEH2017-LBCC-00394



DATE FILED \_\_\_\_\_  
RECD BY \_\_\_\_\_  
PRELIMINARY ACTION DATE: \_\_\_\_\_  
SIGNED BY: \_\_\_\_\_  
FINAL ACTION DATE: \_\_\_\_\_  
SIGNED BY: \_\_\_\_\_

HEALTH DEPARTMENT CERTIFICATION (IF NEC.) 10-17-19

**Parcel A:**  
EXISTING APPROVAL PER BOUNDARY ADJUSTMENT PLAT NO. 186-093-3, APPROVED ON 06/29/65.  
300' PRIMARY LEACH FIELD PLUS 100% RESERVE FOR A THREE BEDROOM S.F.R.  
Additional leach line footage may be required.

**Parcel B:** Approved for Adventex Sewage treatment system with drip dispersal field in 7 zones.  
See system design approved under APN: 186-093-19 by Eric Klein.

*Scott Roscovans*  
ENR III, REHS per Desiree Hogerwarst

**NOTE:**  
Proposed Boundary: - - - - -  
Existing Boundary: - - - - -  
Different Zones: . . . . .

**CHECK LIST**  
Fill in all items above.  
Vicinity Map/Eng. scale  
Legal Description (above)  
Label Parcel "A", etc.  
Assessor's Parcel No.  
Label Existing Line  
Label Proposed Line  
All owners must sign  
Sign as Trustee if Trustee  
Parcel(s) not area only  
Parcel(s) dimensions  
Existing structures  
Structure setbacks\*  
\*If less than 100'  
Street name & width  
Dedicated Open Space  
No utility easements  
No bearings/curve data

**OPTIONAL USE AREA:** Vicinity map, details, License Seal Stamp, etc.

**SUBJECT PROPERTIES**  
CHAMPAGNE BLVD.  
MOUNTAIN MEADOW RD.  
N. CENTRE CITY PKWY.  
DEER SPRINGS HWY 15  
ESCARPADO

N. T. S.

**REGISTERED PROFESSIONAL ENGINEER**  
DAVID H. LOWEN  
No. 31915  
Exp 12-31-20  
CIVIL  
STATE OF CALIFORNIA

**PLAT NO.**

PARCEL "A & B" OWNER(S): GRIMM FAMILY TRUST, PIESCER FAMILY 1991 TRUST, GRIMM FAMILY 1990 TRUST, CONSTANCE L. BONOMO, CHARLES BARRETT LINGER  
ADDRESS 1667 S. MISSION RD., SUITE AA CITY FALLBROOK, CA 92028 PHONE 760-822-6479  
ZIP \_\_\_\_\_

RAY W. GRIMM    DARAN W. GRIMM    JOHN L. PIESCER    GAYLE E. PIESCER    CRAIG E. GRIMM  
TRUSTEES OF THE GRIMM FAMILY TRUST    TRUSTEES OF THE PIESCER FAMILY 1991 TRUST    TRUSTEE OF THE GRIMM FAMILY 1990 TRUST  
THIS PLAT WAS PREPARED WITH MY/OUR KNOWLEDGE AND CONSENT:

*Craig Grimm*  
CRAIG GRIMM    CONSTANCE L. BONOMO    CHARLES BARRETT LINGER  
APPLICANT    MAP PREPARED BY: *David H. Lowen*    RCE 31915  
ADDRESS 1615 S. MISSION RD., SUITE A    ADDRESS 145 N. MELROSE DRIVE, SUITE 200  
CITY FALLBROOK, CA    ZIP 92028    PHONE 760-822-6479    CITY VISTA    ZIP 92083    PHONE (760) 724-7674

# PRELIMINARY GRADING PLAN FOR: KA ENTERPRISES MEGA MART DEER SPRINGS ROAD AND N. CENTRE CITY PKWY ESCONDIDO, CA

### LEGAL DESCRIPTION:

**PARCEL A:**  
THOSE PORTIONS OF THE SOUTH HALF OF THE SOUTHEAST QUARTER OF SECTION 19 AND OF THE NORTH HALF OF THE NORTHEAST QUARTER OF SECTION 30, ALL BEING IN TOWNSHIP 11 SOUTH, RANGE 2 WEST, SAN BERNARDINO MERIDIAN, IN THE COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO UNITED STATES GOVERNMENT SURVEY APPROVED JANUARY 26, 1891, DESCRIBED WHOLE AS FOLLOWS: COMMENCING AT ENGINEER'S STATION 431 + 50.35 ON THE CENTER LINE OF CALIFORNIA STATE HIGHWAY 78-50-774 (OLD 78); THENCE NORTH 44 MINUTES 14 SECONDS 00 SECONDS EAST, 100.00 FEET TO AN INTERSECTION WITH THE NORTHEASTERN LINE OF SAID STATE HIGHWAY, BEING ALSO THE SOUTHWESTERN TERMINUS OF THE CENTER LINE OF COUNTY ROAD SURVEY NO. 603 (KNOWN AS MOUNTAIN ROAD) AS DESCRIBED IN DEED TO THE COUNTY OF SAN DIEGO, RECORDED APRIL 14, 1958 IN BOOK 7035, PAGE 315 OF OFFICIAL RECORDS; THENCE NORTHEASTERNLY LINE OF SAID STATE HIGHWAY NORTH 25 DEGREES 46 MINUTES 00 SECONDS WEST (RECORD NORTH 25 DEGREES 51 MINUTES 20 SECONDS WEST) 55.00 FEET TO THE POINT OF CURVE WITH A TANGENT 150.00 FOOT RADIIUS CURVE, CONCAVE NORTHEASTERNLY, IN THE BOUNDARY OF SAID MOUNTAIN MEADOW ROAD AND THE TRUE POINT OF BEGINNING; THENCE ALONG THE NORTHEASTERN BOUNDARY OF SAID MOUNTAIN MEADOW ROAD AS FOLLOWS: SOUTHWESTERNLY AND EASTERNLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 80 DEGREES 00 MINUTES 00 SECONDS A DISTANCE OF 382.7 FEET; TANGENT TO SAID CURVE NORTH 64 DEGREES 14 MINUTES 00 SECONDS EAST 58.28 FEET TO THE BEGINNING OF A TANGENT 45.00 FOOT RADIIUS CURVE, CONCAVE NORTHEASTERNLY, NORTHEASTERNLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 51 DEGREES 13 MINUTES 30 SECONDS A DISTANCE OF 402.00 FEET TO AN INTERSECTION WITH THE NORTHEASTERN LINE OF LAND DESCRIBED IN DEED TO VICTOR E. CURIA ET AL, RECORD MAY 1, 1958 IN BOOK 6081, PAGE 819 OF OFFICIAL RECORDS; A RADIAL LINE OF SAID CURVE BEARS SOUTH 76 DEGREES 59 MINUTES 30 SECONDS EAST TO SAID INTERSECTION; THENCE ALONG THE SAID NORTHEASTERN LINE NORTH 25 DEGREES 46 MINUTES 00 SECONDS WEST (RECORD NORTH 26 DEGREES 51 MINUTES 20 SECONDS WEST) 261.17 FEET; THENCE SOUTH 64 DEGREES 14 MINUTES 00 SECONDS WEST 44.00 FEET TO AN INTERSECTION WITH THE NORTHEASTERN LINE OF SAID STATE HIGHWAY; THENCE ALONG SAID NORTHEASTERN LINE SOUTH 25 DEGREES 46 MINUTES 00 SECONDS EAST, 411.80 FEET TO THE TRUE POINT OF BEGINNING, EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE STATE OF CALIFORNIA IN PARCELS 1 AND 2 OF DEED RECORDED JULY 15, 1974 AS FILE NO. 74-189822 OF OFFICIAL RECORDS.

**PARCEL B:**  
THOSE PORTIONS OF THE SOUTH HALF OF THE SOUTHEAST QUARTER OF SECTION 19 AND OF THE NORTH HALF OF THE NORTHEAST QUARTER OF SECTION 30, BOTH BEING IN TOWNSHIP 11 SOUTH, RANGE 2 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO UNITED STATES GOVERNMENT SURVEY APPROVED JANUARY 26, 1891, 1/40 AC WITHIN A STRIP OF LAND 30.00 FEET WIDE, THE SOUTHEASTERN LINE OF SAID STRIP BEING THE CENTERLINE OF A 60.00 FOOT WIDE STRIP DESCRIBED IN PARCEL 1 OF DEED TO THE COUNTY OF SAN DIEGO, RECORDED APRIL 14, 1958 IN BOOK 7035, PAGE 318 OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, EXCEPTING THEREFROM THAT PORTION THEREOF LYING WESTERLY OF AND PARALLEL AND CONSISTENT WITH A LINE SHOWN AS THE "D-E" LINE ON STATE HIGHWAY MAP.

### EASEMENT + EXCEPTIONS NOTES:

- THE FOLLOWING IS A LIST OF EXCEPTIONS TO COVERAGE AS LISTED IN THE ABOVE REFERENCED PRELIMINARY REPORT. SURVEY RELATED ITEMS THAT CAN BE LOCATED ARE SHOWN HEREIN. THE EFFECT OF AGREEMENTS, ASSESSMENTS, COVENANTS & RESTRICTIONS, PLANNING STATEMENTS, EASES, EASES, PERMITS, REGULATIONS, RULES, OR ORDINANCES THAT APPEAR IN SAID REPORT THAT ARE NOT SURVEY RELATED ARE LISTED FOR REFERENCE ONLY.
- THE RIGHT AND PRIVILEGE TO PLACE AND MAINTAIN AN ANCHOR TO SUPPORT A LINE OF POLES AND WIRES AND INCIDENTAL PRIVILEGES TOGETHER WITH THE RIGHT OF INGRESS AND EGRESS IN FAVOR OF SAN DIEGO GAS AND ELECTRIC COMPANY BY INSTRUMENT RECORDED DECEMBER 21, 1946 IN BOOK 3026, PAGE 217 OF OFFICIAL RECORDS.
  - THE FACT THAT THE OWNERSHIP OF SAID LAND DOES NOT INCLUDE ANY RIGHTS OF INGRESS OR EGRESS TO OR FROM CALIFORNIA STATE HIGHWAY 78-50-774, ADJACENT THERETO, SAID RIGHTS HAVING BEEN RELINQUISHED BY DEED RECORDED APRIL 8, 1958 IN BOOK 7035, PAGE 315 OF OFFICIAL RECORDS.
  - AN EASEMENT FOR HIGHWAY SLOPE PURPOSES IN FAVOR OF STATE OF CALIFORNIA, RECORDED ON JULY 15, 1974 AS DOCUMENT NO. 74-189822 OF OFFICIAL RECORDS; SAID EASEMENT HAS BEEN RELINQUISHED TO THE COUNTY OF SAN DIEGO PER DOC. NO. 89-007793 AS PART OF RELINQUISHMENT MAP NO. 24145.
  - AN EASEMENT TO CONSTRUCT, MAINTAIN, OPERATE, REPLACE, REMOVE, RENEW AND ENLARGE LINES OF PIPE, CONDUITS, CABLES, WIRES, POLES AND OTHER STRUCTURES, EQUIPMENT AND FIXTURES FOR THE OPERATION OF GAS PIPE LINES, TELEGRAPHIC AND TELEPHONE LINES AND FOR THE TRANSMISSION OR DISTRIBUTION OF ELECTRICAL ENERGY AND WIRES; RECORDED ON JULY 6, 1989 AS DOCUMENT NO. 89-357212 OF OFFICIAL RECORDS.
  - AN EASEMENT TO CONSTRUCT AND MAINTAIN SLOPES, SANITARY SHEDS, STORM DRAINS AND APPURTENANT STRUCTURES INCLUDING ACCESS TO PROTECT THE PROPERTY FROM ALL HAZARDS, RECORDED ON JULY 6, 1989 AS DOCUMENT NO. 89-357212 OF OFFICIAL RECORDS. (NON PLOTTABLE)
  - IRREVOCABLE OFFER TO DEDICATE AN EASEMENT FOR FUTURE STREET OR HIGHWAY PURPOSES IN FAVOR OF COUNTY OF SAN DIEGO, RECORDED ON NOVEMBER 4, 2004 AS DOCUMENT NO. 2004-104676 OF OFFICIAL RECORDS.

### GROSS AREA SUMMARY:

68,841 SQUARE FEET (1.606 ACRES)

### SOURCE OF TOPOGRAPHY:

TOPOGRAPHY SHOWN HEREIN IS BASED ON AERIAL PHOTOGRAMMETRIC MAPPING CONDUCTED BY PHOTO GEODETIC, INC. AS PHOTOGRAPHED ON 12-29-17. HORIZONTAL AND VERTICAL CONTROLS WERE ESTABLISHED BY OMEGA LAND SURVEYING, INC. ON MARCH 2, 2017 WITH SUPPLEMENTAL DATA COLLECTED ON MARCH 6, 2017.

### VERTICAL BENCHMARK:

DESCRIPTION: STATION 500  
LOCATION: LA JOLLA, CA  
ELEVATION: 726.17 (NAVD 83)  
SOURCE: SAN DIEGO COUNTY REAL TIME NETWORK

### FLOOD ZONE:

THE PROPERTY SHOWN HEREIN IS CONTAINED WITHIN FEMA FLOOD ZONE "X" BEING AN AREA DETERMINED TO BE OUTSIDE THE 1% ANNUAL CHANCE FLOODPLAIN AS SHOWN ON FLOOD INSURANCE RATE MAP NUMBER 060700020, DATED MAY 16, 2002. ANY LIMITS OF SAID FLOODPLAIN WITHIN THE EXTENT OF THIS PLAN ARE SHOWN HEREIN.

### DISCRETIONARY REVIEW NOTE:

THIS PLAN IS PROVIDED TO ALLOW FOR FULL AND ACCURATE DISCRETIONARY REVIEW OF A PROPOSED DEVELOPMENT PROJECT. THE PROPERTY OWNER ACKNOWLEDGES THAT ACCEPTANCE OR APPROVAL OF THIS PLAN DOES NOT CONSTITUTE AN APPROVAL TO PERFORM ANY GRADING SHOWN HEREIN, AND AGREES TO OBTAIN VALID GRADING PERMITS BEFORE COMMENCING SUCH ACTIVITY.

### TITLE INFORMATION:

TITLE INFORMATION FOR THIS SURVEY BASED ON A PRELIMINARY REPORT PREPARED BY TITLE INSURANCE COMPANY AS ORDER NO. CAG10-160150-41, DATED OCTOBER 5, 2016, 2015.

### EARTHWORK:

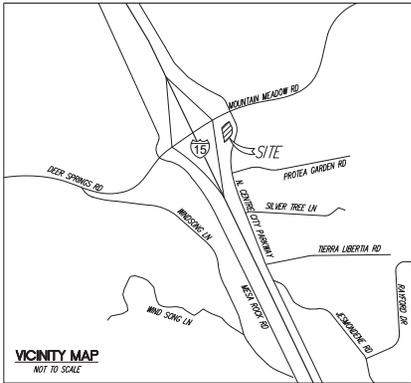
CUT: 130 CY  
UNDERDUTS: 1,850 CY  
FILL: 680 CY  
LEAD HALL OFF: 4,691 CY  
IMPROV: 2,020 CY

### ABBREVIATIONS:

AB	ACCRUST BASE	E	INVERT ELEVATION
AC	ASPHALT CONCRETE	LD	UNDERDUT LID
BD	BLOW-OFF VALVE	LP	LIGHT POLE
CB	CATCH BASIN	MB	MANHOLE
CL	CONCRETE	P	PAVEMENT
CONC	CONCRETE	PAID	PAID ELEVATION
ELEC	ELECTRICAL UTILITIES	PP	POWER POLE
ELH	ELECTRICAL H H	RM	MANHOLE RIM ELEVATION
EX	EXISTING	ROV	RIGHT-OF-WAY
EX	EXISTING FLOOR	SD	STORM DRAIN UTILITIES
FI	FIRE HYDRANT	SCD	STORM DRAIN CONNECTION
FL	FLOW LINE	SDM	STORM DRAIN MANHOLE
FS	FRESH SURFACE	TC	TOP OF CURB
GV	GRAVE VALE	TU	TELEPHONE UTILITIES
GW	WATER METER BOX	WM	WATER METER BOX

### DEPARTMENT OF ENVIRONMENTAL HEALTH SYSTEMS NOTES

- THE APPLICANT MUST CLEAR ALL VEGETATION FROM THE PROPOSED DRIP IRRIGATION AREA AND THE PROPOSED RESERVE AREA. ONLY ANIMAL SOIL DISTURBANCE OF THE AREA IS ALLOWED. IT IS SUGGESTED THAT THE DESIGN ENGINEER OVERSEE THIS ACTIVITY.
- THE EXISTING SEPTIC TANK AND/OR SEWAGE PITS WILL BE REQUIRED TO BE PUMPED AND DESTROYED PRIOR TO GRADING ACTIVITIES OCCURRING ON THE SITE.
- THE APPLICANT MUST PROTECT THE PROPOSED DRIP IRRIGATION AREA AND RESERVE AREA FROM IMPACTS DURING THE CONSTRUCTION PHASE OF THE PROJECT AND AFTER THE SYSTEM HAS BEEN INSTALLED.
- THE APPLICANT MUST APPLY FOR AND OBTAIN ALL NECESSARY PERMITS FOR THE USES FROM THE DEPARTMENT OF ENVIRONMENTAL HEALTH HEALTH-HAZARDOUS WASTE DIVISION.



### SITE ADDRESS:

20746 MOUNTAIN MEADOW RD, ESCONDIDO, CA 92029

### ASSESSOR'S PARCEL NUMBER:

186-093-19-00, 186-093-23-00, & 186-093-37-00

### OWNER:

RAYMOND W. GRAM JR. AND DARAN W. GRAM, HUSBAND AND WIFE AS JOINT TENANTS; JOHN L. PESKER AND GAYLE E. PESKER, HUSBAND AND WIFE; CRAIG E. GRAM AND STINA GRAM, HUSBAND AND WIFE; AND PETER KOTE, AS SUCCESSOR TRUSTEE OF THE LINES FAMILY TRUST ESTABLISHED JUNE 22, 1987 - SURVIVOR'S TRUST, ALL AS THEIR INTERESTS. APPEAR OF RECORD, SUBJECT TO ITEM NO. 13, 16, 17 OF SCHEDULE B.

### PROJECT DEVELOPER:

COMPANY: KA ENTERPRISES  
ATTN: EUGENE MARSH  
ADDRESS: 5800 OVERLAND DRIVE SUITE 207 SAN DIEGO, CA 92121

PH: (619) 281-6091

EMAIL: EUGENEMARSH@PROGRESSNET

### SHEET INDEX:

SHEET 1	TITLE SHEET
SHEET 2	SITE PLAN
SHEET 3	PRELIMINARY GRADING PLAN
SHEET 4	UTILITY PLAN
SHEET 5	DMA/BMP MAP
SHEET 6	SITE SECTIONS
SHEET 7	CONSTRAINTS MAP

### EXTERIOR LIGHTING NOTE:

ALL OUTDOOR LIGHTING SHALL CONFORM TO SECTION 94.01 ET SEQ. OF THE SAN DIEGO COUNTY CODE AND SECTION 6322 THROUGH ET SEQ. OF THE COUNTY ZONING ORDINANCE.

### LEGEND:

ITEM	SYMBOL
PROJECT BOUNDARY	---
CENTERLINE	---
RIGHT-OF-WAY	---
EX. EASEMENT	---
SEWER	---
DAYLIGHT	---
EX. CONTOUR	---
EX. BUILDING	---
EX. WATER	---
EX. FIRE HYDRANT ASSEMBLY	---
EX. BOLLARD	---
EX. WATER METER	---
EX. STREET LIGHT	---
EX. CURB & GUTTER	---
EX. FENCE	---
EX. TREE	---

PROPOSED R/W DEDICATION	---
PROPOSED CONTOUR	---
PROPOSED SLOPE (2:1 MAX)	FF=52.00
PROPOSED FINISH FLOOR ELEVATION	---
PROPOSED TOP OF CURB ELEVATION	374.000
PROPOSED PAVEMENT ELEVATION	374.000
PROPOSED FLOWLINE ELEVATION	---
PROPOSED FINISHED GRADE ELEVATION	374.000
PROPOSED DRAINAGE	---
PROPOSED CURB	SORS 0-01 6" CURB
PROPOSED CURB & GUTTER	SORS 0-2 6" TYPE "C"
PROPOSED PCC SIDEWALK	SORS 0-02 10' & 11'
PCC PAVEMENT	---
AC PAVEMENT	---
PROPOSED D.G. WALKWAY	---
PROPOSED UTILITY TRENCH	---
PEDESTRIAN CURB RAMP	SORS 0-27 TYPE "A"
PROPOSED DRIVEWAY	SORS 0-14A "W" PER PLAN
PROPOSED STORM DRAIN	---
PROPOSED BROOK DITCH	SORS 0-75 TYPE "A"
PCC RIBBON CUTTER	---
EARTHEN SHALE	---
PROPOSED 8'-1" BIFURCATION BASIN	---
PROPOSED GRADED INLET	---
PROPOSED B-INLET	SORS 0-03 PER PLAN
PROPOSED SLOT-DRAIN	SORS 0-34
PROPOSED HEADWALL	SORS 0-34
CATCH BASIN - TYPE "F"	SORS 0-07
RIP-RAP	SORS 0-40
STORMDRAIN CLEANOUT	---
PROPOSED WATER LATERAL	---
PROPOSED WATER SERVICE WATER METER	---
PROPOSED FIRE SERVICE BACKFLOW WITH FDC	---
PROPOSED DOMESTIC WATER POINT OF CONNECTION	---
PROPOSED DOMESTIC WATER POINT OF CONNECTION	---
PROPOSED IRRIGATION POINT OF CONNECTION	---
PROPOSED FIRE POINT OF CONNECTION	---
PROPOSED SEWER POINT OF CONNECTION	---
PROPOSED ROOF DRAIN	---
PROPOSED SEWER	---
PROPOSED SEWER CLEANOUT	---
PROPOSED RETAINING WALL	---
PROPOSED STREET LIGHT	---
PROPOSED Pylon SIGN	---
PROPOSED FUEL PUMP LOCATION	---
PROPOSED TRASH ENCLOSURE	---
PROPOSED GREASE INTERCEPTOR	---
SEPTIC TREATMENT SYSTEM	---
TREE WELL	---

**TITLE SHEET**  
**KA ENTERPRISES MEGA MART**  
 Deer Spring Rd / Mountain Meadows  
 Escondido, CA

6820 Oberlin Dr. Suite 201  
 San Diego, CA 92121  
 858/404-6080  
 fax 858/404-6081



Scale: 1" = 20' Horizontal, 1" = 20' Vertical  
 Designer: SS  
 Drawn: JLL  
 Checked: JLL  
 Approved: [Signature]  
 Date: 02/27/20



JOB NUMBER: \_\_\_\_\_  
 SHEET: \_\_\_\_\_  
 1 of 7

**EASEMENT + EXCEPTIONS NOTES:**

THE FOLLOWING IS A LIST OF EXCEPTIONS TO COVERAGE AS LISTED IN THE ABOVE REFERENCED PRELIMINARY REPORT. SURVEY RELATED ITEMS THAT CAN BE PLOTTED ARE SHOWN HEREIN. THE EFFECT OF AGREEMENTS, ASSIGNMENTS, COVENANTS & CONDITIONS & RESTRICTIONS, FINANCING STATEMENTS, LEASES, JUDICIAL DECREES, RESOLUTIONS, TAXES, OR WAIVERS THAT APPEAR IN SAID REPORT THAT ARE NOT SURVEY RELATED ARE LISTED FOR REFERENCE ONLY.

- ① THE RIGHT AND PRIVILEGE TO PLACE AND MAINTAIN AN ANCHOR TO SUPPORT A LINE OF POLES AND WIRES AND INCIDENTAL PURPOSES TOGETHER WITH THE RIGHT OF INGRESS AND EGRESS IN FAVOR OF SAN DIEGO GAS AND ELECTRIC COMPANY BY INSTRUMENT RECORDED DECEMBER 21, 1948 IN BOOK 3056, PAGE 217 OF OFFICIAL RECORDS.
- ② THE FACT THAT THE OWNERSHIP OF SAID LAND DOES NOT INCLUDE ANY RIGHTS OF INGRESS OR EGRESS TO OR FROM CALIFORNIA STATE HIGHWAY 16-50-TYP. ADJACENT THERETO, SAID RIGHTS HAVING BEEN RELINQUISHED BY DEED RECORDED APRIL 9, 1959 IN BOOK 7025, PAGE 215 OF OFFICIAL RECORDS.
- ③ AN EASEMENT FOR HIGHWAY SLOPE PURPOSES IN FAVOR OF STATE OF CALIFORNIA, RECORDED ON JULY 15, 1974 AS DOCUMENT NO. 74-18802 OF OFFICIAL RECORDS. SAID EASEMENT HAS BEEN RELINQUISHED TO THE COUNTY OF SAN DIEGO PER DEC. NO. 89-207793 AS PART OF RELINQUISHMENT MAP NO. 241345.
- ④ AN EASEMENT TO CONSTRUCT, MAINTAIN, OPERATE, REPLACE, REMOVE, RENEW AND ENLARGE LINES OF PIPE, CONDUITS, CABLES, WIRES, POLES AND OTHER STRUCTURES, EQUIPMENT AND FIXTURES FOR THE OPERATION OF GAS PIPE LINES, TELEGRAPHIC AND TELEPHONE LINES AND FOR THE TRANSPORTATION OR DISTRIBUTION OF ELECTRICAL ENERGY AND WATER; RECORDED ON JULY 6, 1989 AS DOCUMENT NO. 89-357212, OF OFFICIAL RECORDS.
- ⑤ AN EASEMENT TO CONSTRUCT AND MAINTAIN SLOPES, SANITARY SEWERS, STORM DRAINS AND APPURTENANT STRUCTURES INCLUDING ACCESS TO PROTECT THE PROPERTY FROM ALL HAZARDS; RECORDED ON JULY 6, 1989 AS DOCUMENT NO. 89-357212, OF OFFICIAL RECORDS; (NON PLOTTABLE)
- ⑥ IRREVOCABLE OFFER TO DEED AN EASEMENT FOR FUTURE STREET OR HIGHWAY PURPOSES IN FAVOR OF COUNTY OF SAN DIEGO, RECORDED ON NOVEMBER 4, 2004 AS DOCUMENT NO. 2004-1046716, OF OFFICIAL RECORDS.

# SITE PLAN

## KA ENTERPRISES MEGA MART

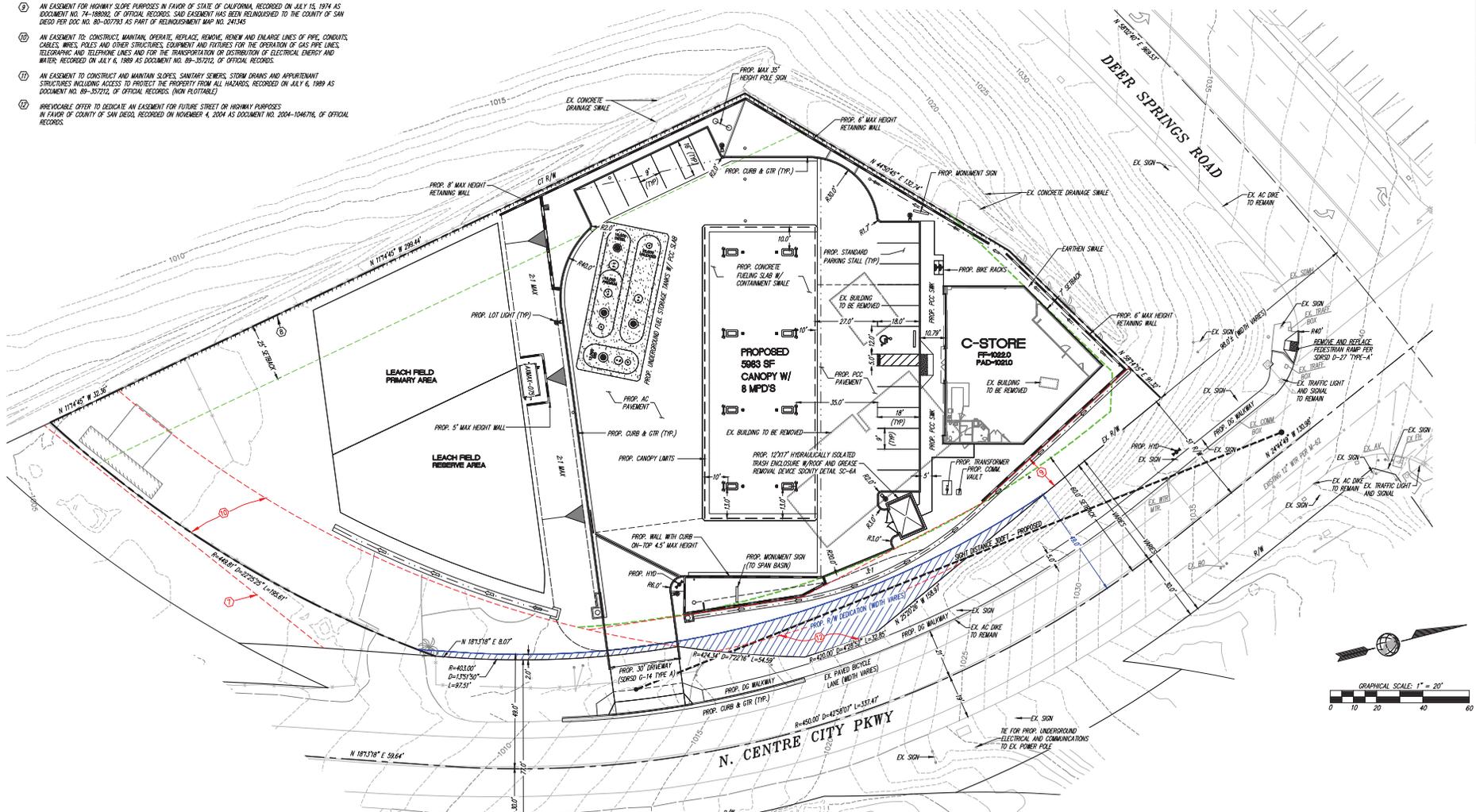
### DEER SPRINGS ROAD AND N. CENTRE CITY PKWY ESCONDIDO, CA

**PARKING DATA**

PARKING SPACES REQUIREMENTS:  
 C-STORE: 4 STALLS PER 1000 S.F.  
 1500 S.F. = 14 STALLS  
 PARKING SPACES REQUIRED: 14 STALLS  
 PARKING SPACES PROVIDED: 19 STALLS (INCLUDING 1 ADA STALL)  
 BICYCLE PARKING REQUIREMENTS:  
 0.1 PER PARKING STALL  
 19 STALLS = 2 BICYCLE STALLS  
 BICYCLE PARKING STALLS PROVIDED: 2 STALLS

**SETBACK DATA**

BUILDING SETBACKS: 5'  
 FRONT YARD: 50' FROM STREET CENTERLINE  
 INTERIOR SIDE YARD: 0'  
 EXTERIOR SIDE YARD: 20' FROM STREET CENTERLINE  
 REAR YARD: 5'  
**AREA TABLE**  
 EXISTING IMPERVIOUS: 30,646 SF  
 EXISTING PERVIOUS: 38,299 SF  
 REMOVED IMPERVIOUS: 30,646 SF  
 PROPOSED IMPERVIOUS: 31,238 SF  
 PROPOSED PERVIOUS: 38,707 SF  
 NET INCREASE IN IMPERVIOUS AREA: +592 SF



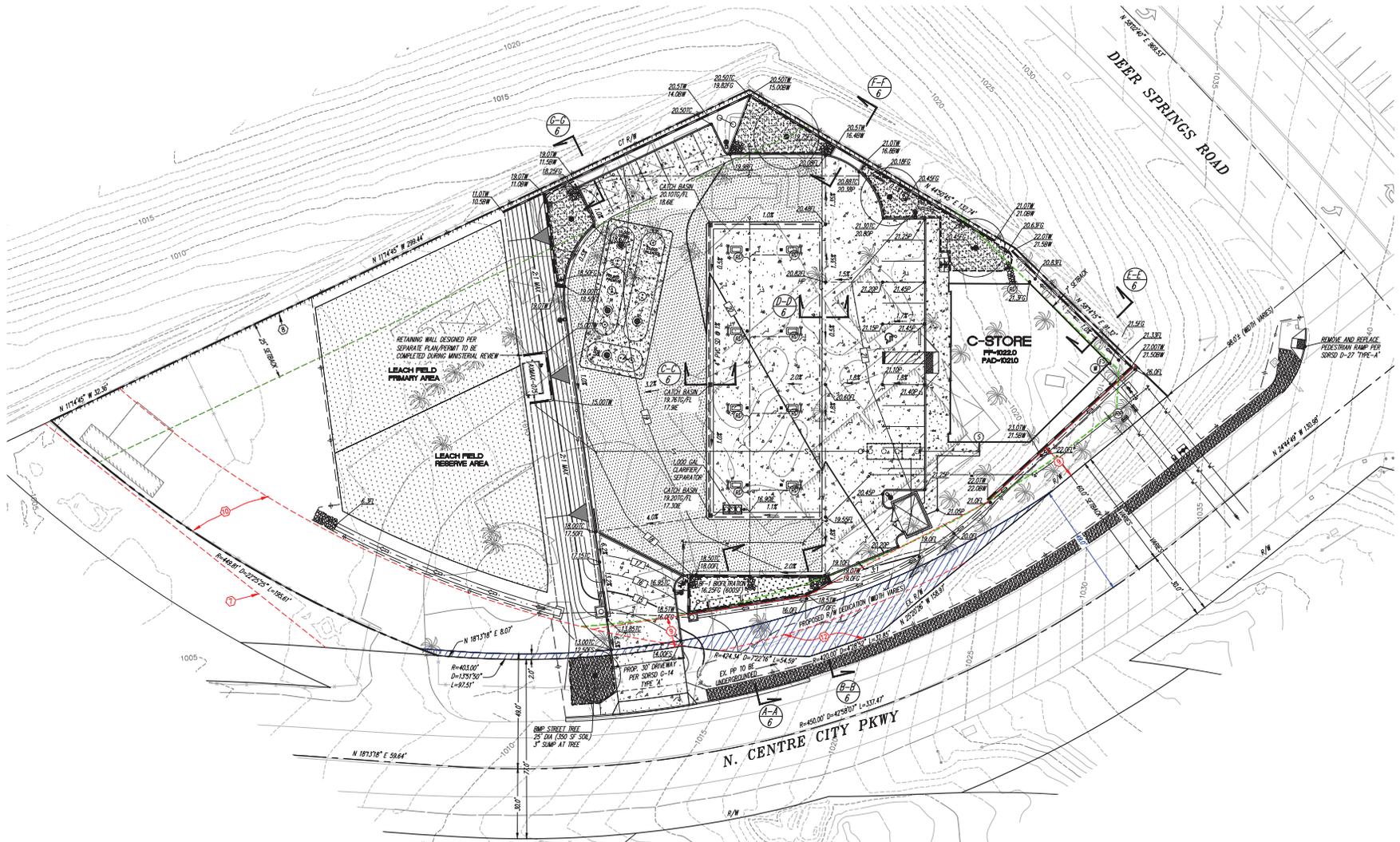
**EXTERIOR LIGHTING NOTE:**  
 ALL OUTDOOR LIGHTING SHALL CONFORM TO SECTION 59.011 ET. SEQ. OF THE SAN DIEGO COUNTY CODE AND SECTION 6322 THROUGH ET. SEQ. OF THE COUNTY ZONING ORDINANCE.

<p><b>SITE PLAN</b></p> <p><b>KA ENTERPRISES MEGA MART</b></p> <p>Deer Spring Rd / Mountain Meadows</p> <p>Escondido, CA</p>													
<p>6820 Oberlin Dr. Suite 201                  San Diego, CA 92121                  858/404-6080                  fax 858/404-6081</p>	<p>Revision</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>No.</th> <th>Date</th> <th>By</th> <th>Check</th> <th>Appr.</th> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>	No.	Date	By	Check	Appr.							
No.	Date	By	Check	Appr.									
<p>For  <b>K&amp;A ENTERPRISES</b></p> <p>REGISTERED PROFESSIONAL ENGINEER &amp; ARCHITECT                  No. 5000                  State of California</p>													
<p>Scale:</p> <table border="0"> <tr> <td>Horizontal</td> <td>1" = 20'</td> </tr> <tr> <td>Vertical</td> <td>1" = 20'</td> </tr> </table>	Horizontal	1" = 20'	Vertical	1" = 20'	<p>Designated SS:</p> <table border="0"> <tr> <td>Drawn</td> <td>_____</td> <td>Checked</td> <td>_____</td> </tr> <tr> <td>Approved</td> <td>_____</td> <td>Date</td> <td>02/06/20</td> </tr> </table>	Drawn	_____	Checked	_____	Approved	_____	Date	02/06/20
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Vertical	1" = 20'												
Drawn	_____	Checked	_____										
Approved	_____	Date	02/06/20										
<p> <b>OMEGA ENGINEERING CONSULTANTS</b></p> <p>3400 HARBOR DRIVE, SUITE B                  SAN DIEGO, CALIFORNIA 92161                  PH: (619) 651-5850 FAX: (619) 651-6827</p>													
<p>JOB NUMBER</p>	<p>SHEET</p> <p style="text-align: right;">2 of 7</p>												

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# PRELIMINARY GRADING PLAN

KA ENTERPRISES MEGA MART  
DEER SPRINGS ROAD AND N. CENTRE CITY PKWY ESCONDIDO, CA



JOB NUMBER SHEET 3 of 7	For: <b>KA ENTERPRISES</b> 6820 Oberlin Dr. Suite 201 San Diego, CA 92121 858/404-6080 fax 858/404-6081	Scale: Horizontal 1" = 20' Vertical 1" = 20' N/A	Designer: <b>JSS</b> Drawn: <b>JLL</b> Checked: <b>JLL</b> Approved: <b>JSS</b> Date: 02/27/20	Revision No. Date By Desc. Appr.	<b>PRELIMINARY GRADING PLAN</b> <b>KA ENTERPRISES MEGA MART</b> Deer Spring Rd / Mountain Meadows Escondido, CA
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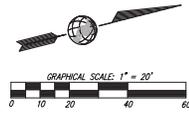
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# PRELIMINARY UTILITY PLAN

KA ENTERPRISES MEGA MART  
DEER SPRINGS ROAD AND N. CENTRE CITY PKWY ESCONDIDO, CA



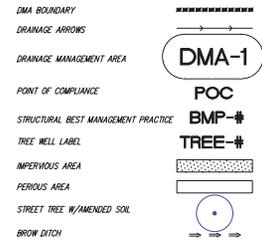
NO.	DATE	BY	CHKD.	APPD.	REVISION			
					PRELIMINARY UTILITY PLAN KA ENTERPRISES MEGA MART Deer Spring Rd / Mountain Meadows Escondido, CA			
For: <b>KA ENTERPRISES</b> 6820 Oberlin Dr. Suite 201 San Diego, CA 92121 858/404-6080 fax 858/404-6081				<div style="display: flex; align-items: center; justify-content: center;"> <div style="text-align: center;"> <p style="font-size: 2em; font-weight: bold;">89</p> <p style="font-size: 2em; font-weight: bold;">4</p> </div> </div>				
Scale:	1" = 20'	Horizontal	1" = 20'	Vertical	N/A			
Designed:	JSS	Drawn:	JAL	Checked:	JAL	Approved:	JSS	
Date:	02/27/20							
JOB NUMBER							SHEET	4 OF 7

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# DMA/BMP MAP

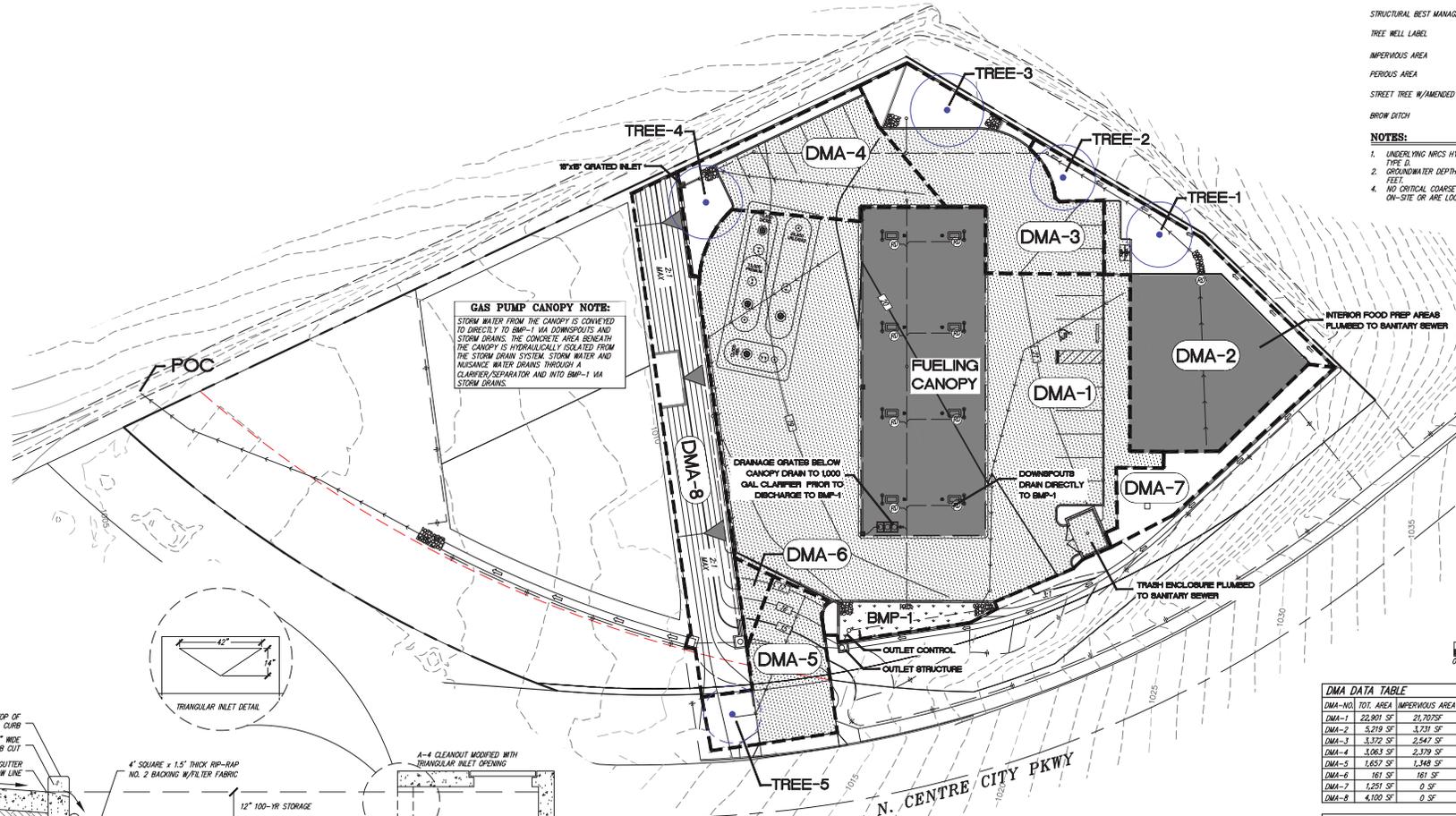
KA ENTERPRISES MEGA MART  
DEER SPRINGS ROAD AND N. CENTRE CITY PKWY ESCONDIDO, CA

**LEGEND:**

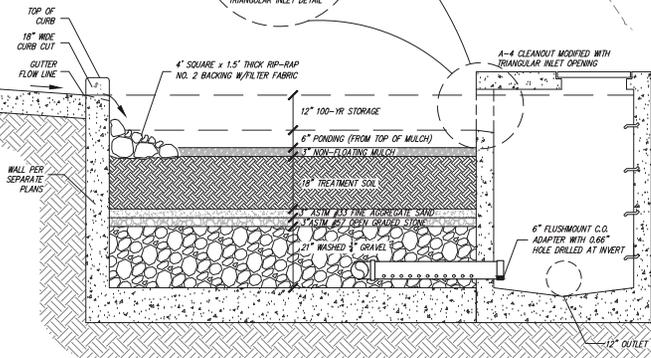
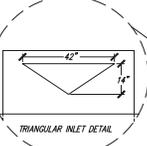


**NOTES:**

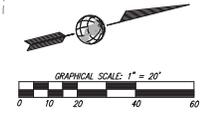
- UNDERLYING NRCS HYDROLOGIC SOIL GROUP FOR SITE IS TYPE D.
- GROUNDWATER DEPTH IS ASSUMED GREATER THAN 15 FEET.
- NO CRITICAL COARSE SEDIMENT YIELD AREAS EXISTING ON-SITE OR ARE LOCATED UP-STREAM OF THE SITE.



**GAS PUMP CANOPY NOTE:**  
STORM WATER FROM THE CANOPY IS CONVEYED TO DIRECTLY TO BMP-1 VIA DOWNSPOUTS AND STORM DRAINS. THE CONCRETE AREA BENEATH THE CANOPY IS HYDRAULICALLY ISOLATED FROM THE STORM DRAIN SYSTEM. STORM WATER AND RAINWATER DRAIN THROUGH A CLARIFIER/SEPARATOR AND INTO BMP-1 VIA STORM DRAINS.



**BIO-1 DETAIL**  
NOT TO SCALE



DMA-NO.	TOT. AREA	IMPERVIOUS AREA	IMPERVIOUS %	DCV	TYPE/TREATED BY
DMA-1	22,901 SF	21,702 SF	95%	1,108 CF	DRAINS TO BMP-1
DMA-2	5,219 SF	3,231 SF	72%	571 CF	TREE WELL
DMA-3	3,372 SF	2,542 SF	76%	386 CF	TREE WELL
DMA-4	3,068 SF	2,379 SF	78%	360 CF	TREE WELL
DMA-5	1,657 SF	1,348 SF	81%	203 CF	TREE WELL
DMA-6	161 SF	161 SF	100%	N/A	EX MINIMS
DMA-7	1,251 SF	0 SF	0%	N/A	SELF MITIGATING
DMA-8	4,100 SF	0 SF	0%	N/A	SELF MITIGATING

TREE NO.	TRIBUTARY DMA	CANOPY DIA.	SOIL AREA	SOIL DEPTH
1	DMA-2	25 FT	395 SF	2.5 FT
2	DMA-2	25 FT	395 SF	2.5 FT
3	DMA-3	30 FT	570 SF	2.5 FT
4	DMA-4	28 FT	500 SF	2.5 FT
5	DMA-5	22 FT	354 SF	2.5 FT

BMP-#	TREATING PROP.	FOOTPRINT LOCATION
BMP-1	DMA-1	600 SF BIOTRITATION (BF-1) W/ OUTLET STRUCTURE

SITE DESIGN BMP	SOURCE CONTROL REQUIREMENT
4.3.1	MAINTAIN NATURAL DRAINAGE PATHWAYS & HYDROLOGIC FEATURES
4.3.2	CONSERVE NATURAL AREAS, SOILS, AND VEGETATION
4.3.3	MINIMIZE IMPERVIOUS AREA
4.3.4	MINIMIZE SOIL COMPACTION

NO. \_\_\_\_\_ DATE \_\_\_\_\_ BY \_\_\_\_\_ CHG. \_\_\_\_\_ APPR. \_\_\_\_\_

Revision

6820 Oberlin Dr. Suite 201  
San Diego, CA 92121  
858/404-6080  
fax 858/404-6081

DMA/BMP MAP  
KA ENTERPRISES MEGA MART  
Deer Spring Rd / Mountain Meadows  
Escondido, CA

Scale: 1" = 20'  
Horizontal 1" = 20'  
Vertical N/A

Designed: JS  
Drawn: JAL  
Checked: JAL  
Approved: \_\_\_\_\_  
Date: 11/27/20

For:

REGISTERED PROFESSIONAL ENGINEER & ARCHITECT  
No. 5090  
State of California

JOB NUMBER \_\_\_\_\_

SHEET \_\_\_\_\_

5 OF 7

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# PRELIMINARY LANDSCAPE AND IRRIGATION PLAN

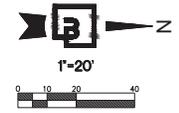


## CONCEPT PLANT SCHEDULE

	SHADE TREES 70 FT MATURE HT WITH 30 FT DIA MATURE CANOPY. QUERCUS AGRIFOLIA / COAST LIVE OAK	6		24" BOX
	CLIMBING VINE FICUS PUMILA / CREEPING FIG	QTY 12	SIZE #1	SPACING
	STORMWATER SHRUBS FULL AND BUSHY JUNCUS MEXICANUS / MEXICAN RUSH JUNCUS PATENS / CALIFORNIA GRAY RUSH	493 SF		
	SHRUB MIX "A" FULL AND BUSHY ALOE ARBORESCENS / TREE ALOE CEREAL PANIA GILLESII / YELLOW BIRD OF PARADISE CALLIANDRA CALIFORNICA / RED BAJA FAIRY DUSTER FOUQUIERIA SPLENDENS / OCOTILLO	4,988 SF		
	SHRUB MIX "B" FULL AND BUSHY AGAVE SHAWII / COASTAL AGAVE GALVEZA JUNCEA / BAJA SNAPDRAGON SALVIA X 'REE'S BLISS' / SAGE ZAUSCHNERIA CALIFORNICA / CALIFORNIA FUCHSIA	4,178 SF		
	GROUND COVER HOLD BACK 16 INCHES FROM BORDERS, TREES, AND SHRUBS. ACACIA REDOLENS / BANK CATCLAW APTENIA CORDIFOLIA / RED APPLE / BABY SUNROSE DUDLEYA BRITTONII / DUDLEYA	978 SF		
	S&S SEED: NATIVE EROSION CONTROL MIX SEE SHEET L2 FOR HYDROSEED SPEC BROMUS CARINATUS / CUCAMONGA / CALIFORNIA BROME-GRASS FESTUCA MICROSTACHYS / SAMLL FESCUE TRIFOLIUM CILIOLATUM / FOOTHILL CLOVER	7,557 SF		
	S&S SEED: CHAPARRAL SAGE SCRUB MIX SEE SHEET L2 FOR HYDROSEED SPEC	4,761 SF 1,889 SF 907 SF	SEED SEED SEED	63% 25% 12%

## NOTES

1. WUCOLS ZONE 4
2. ALL STORMWATER PLANT SPECIES HAVE BEEN SELECTED FROM COUNTY OF SAN DIEGO'S PLANT LIST FOR BIORETENTION FACILITIES.
3. OWNER WILL HIRE A LANDSCAPE CONTRACTOR TO CONDUCT ON-GOING MAINTENANCE ACTIVITIES FOR THE SITE AND ADJACENT ROW
4. REQ FOR LANDSCAPING ARE BASED ON THE COUNTY OF SAN DIEGO'S WATER CONSERVATION IN LANDSCAPING ORDINANCE, THE WATER EFFICIENT LANDSCAPE DESIGN MANUAL, AND THE COUNTY OF SAN DIEGO PARKING DESIGN MANUAL.



2 10/17/19 J.S. J.M. J.M. COUNTY COMMENTS  
 1 10/15/19 J.M.C. R.B. R.B. COUNTY COMMENTS  
 No. Date By Desc. Appr. Revision

**For:**  
**PRELIMINARY LANDSCAPE AND IRRIGATION PLAN**  
**KA ENTERPRISES MEGA MART**  
 Deer Springs Rd / Mountain Meadows  
 Escondido, CA

5820 Oberlin Dr, Suite 201  
 San Diego, CA 92121  
 Contact: Eugene Marini  
 858/404-6091 fax 858/404-6081

Scale:  
 Horizontal 1"=20'-0"  
 Vertical 1"=20'-0"

Designer: J.M.L.  
 Drafter: J.M.L.  
 Checker: J.M.L.  
 Approver: J.M.L.  
 Date: 10/17/19

18215 72ND AVENUE SOUTH  
 SAN DIEGO, CA 92122  
 (619) 251-8232  
 (619) 251-8232 FAX  
 CIVIL ENGINEERING, LAND PLANNING,  
 SURVEYING, ENVIRONMENTAL SERVICES

Job Number: 18442  
 Sheet: L1\_2

10/17/2019 5:09 PM J.M.B.E.T.



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# PRELIMINARY LANDSCAPE AND IRRIGATION NOTES

## LANDSCAPE PLANTING NOTES AND MATERIALS

**SCOPE OF WORK:**  
FURNISH ALL MATERIALS, LABOR, EQUIPMENT AND RELATED ITEMS NECESSARY TO ACCOMPLISH THE TREATMENT AND PREPARATION OF SOIL, FINISH GRADING, PLACEMENT OF SPECIFIED PLANT MATERIALS, FERTILIZER, STAKING, MULCH, CLEAN-UP, DEBRIS REMOVAL, AND 90-DAY MAINTENANCE.

**QUALIFICATIONS:**  
LANDSCAPE CONTRACTOR TO BE SKILLED AND KNOWLEDGEABLE IN THE FIELD OF WORK. CONTRACTOR TO BE LICENSED TO PERFORM THE WORK SPECIFIED WITHIN THE PRESIDING JURISDICTION.

**JOB CONDITIONS:**  
IT IS THE CONTRACTOR'S RESPONSIBILITY TO REVIEW THE SITE AND REPORT ANY DISCREPANCIES TO THE OWNER OR THE OWNER'S REPRESENTATIVES. ALL PLANT MATERIAL AND FINISH GRADES ARE SUBJECT TO APPROVAL BY THE OWNER.

**PROTECTION:**  
DO NOT PLANT UNTIL OTHER CONSTRUCTION OPERATIONS WHICH CONFLICT HAVE BEEN COMPLETED. AN IRRIGATION SYSTEM IS TO BE INSTALLED. DO NOT PLANT UNTIL THE SYSTEM HAS BEEN TESTED AND APPROVED. HANDLE PLANTS WITH CARE - DO NOT DAMAGE OR BREAK ROOT SYSTEM, BARK, OR BRANCHES. REPAIR AND/OR REPLACE ITEMS DAMAGED AS A RESULT OF WORK OR WORK NOT IN COMPLIANCE WITH PLANS AND SPECIFICATIONS, AS DIRECTED BY OWNER AT NO ADDITIONAL COST.

**GUARANTEE:**  
CONTRACTOR SHALL GUARANTEE ALL PLANT MATERIAL FOR A PERIOD OF ONE YEAR FROM DATE OF FINAL ACCEPTANCE OF THE JOB BY OWNER.

**90-DAY MAINTENANCE:**  
CONTRACTOR TO PROVIDE OWNER WITH A SCOPE OF WORK AT TIME OF INITIAL PROJECT BID TO PROVIDE LANDSCAPE AND IRRIGATION MAINTENANCE FOR 90 DAYS FOLLOWING COMPLETION OF PROJECT (ACCEPTANCE) OF FACILITY BY OWNER. WORK TO INCLUDE MAINTENANCE AS DESCRIBED BELOW, IN PLANTING AND IRRIGATION MAINTENANCE.

**PLANT MATERIALS:**  
PLANT MATERIALS TO BE GRADE NO. 1, SIZED IN ACCORDANCE WITH (AAA) AMERICAN STANDARDS FOR NURSERY STOCK (ANSI Z60.1-1998). PRUNE PLANTS RECEIVED FROM THE NURSERY ONLY UPON AUTHORIZATION BY THE LANDSCAPE ARCHITECT. "B & B" INDICATES BALLED AND BURLAPPED; "CONT" INDICATES CONTAINER; "BR" INDICATES BARE ROOT; "CAL" INDICATES CALIPER AT 6" ABOVE SOIL LINE; "CAL" INDICATES GALLOM.

- A) SPECIFIED PLANT CANOPY SIZE OR CALIPER IS THE MINIMUM ACCEPTABLE CONTAINER OR BALL SIZE. ESTABLISHES MINIMUM PLANT CONDITION TO BE PROVIDED.
- B) QUALITY:
  - PLANT MATERIAL TO COMPLY WITH STATE AND FEDERAL LAWS FOR DISEASE INSPECTION. PLANTS TO BE FULLY LIVE, VIGOROUS, WELL FORMED, WITH WELL DEVELOPED FIBERED ROOT SYSTEMS. ROOT BALLS OF PLANTS TO BE SOLID AND FIRMLY HELD TOGETHER, SECURELY CONTAINED AND PROTECTED FROM INJURY AND DISEASUREMENT.
  - PLANTS DETERMINED BY LANDSCAPE ARCHITECT TO HAVE BEEN DAMAGED: HAVE DEFORMITIES OF STEMS, BRANCHES, OR ROOTS; LACK SYMMETRY; HAVE MULTIPLE LEADERS OR "Y" CROUCHES LESS THAN 30 DEGREES IN TREES, OR DO NOT MEET SIZE OR ANSI STANDARDS WILL BE REJECTED.
  - PLANT MATERIAL TO BE FROM A SINGLE NURSERY SOURCE FOR EACH SPECIFIED SPECIES/HYBRID. NURSERY SOURCES TO BE THOSE LOCATED IN THE SAME REGION AS THE JOB SITE.
- C) SUBSTITUTION:
  - NO SUBSTITUTION OF PLANT MATERIAL, SPECIES OR VARIETY, WILL BE PERMITTED UNLESS WRITTEN EVIDENCE IS SUBMITTED TO THE OWNER FROM TWO QUALIFIED PLANT BROKERAGE OFFICES. SUBSTITUTIONS WHICH ARE PERMITTED TO BE IN WRITING FROM THE OWNER AND LANDSCAPE ARCHITECT. THE SPECIFIED SIZE, SPECIES AND NEAREST VARIETY, AS APPROVED, TO BE FURNISHED.

**SOIL PREPARATION:**  
FOLLOW RECOMMENDATIONS SPECIFIED IN SOIL REPORT INCLUDED IN THIS DRAWING SET.

- A) SOIL PREPARATION  
REMOVE FROM SITE ALL WEEDS AND DEBRIS WITHIN THE PROPOSED LANDSCAPE AREAS. VERIFY SUB-GRADES AT -5 INCHES BELOW FINISH ELEVATION IN ALL SHRUB AND GROUNDCOVER AREAS. DO NOT WORK SOIL WHEN MOISTURE CONTENT IS SO GREAT THAT EXCESS COMPACTION WILL OCCUR NOR WHEN IT IS SO DRY THAT DUST WILL FORM IN THE AIR OR THAT CLODS WILL NOT BREAK READILY. APPLY WATER IF NECESSARY TO PROVIDE IDEAL MOISTURE CONTENT FOR FILLING AND FOR PLANTING AS SPECIFIED. THOROUGHLY SCARIFY AND RIP ALL LANDSCAPE GRADES WHICH HAVE BECOME COMPACTED TO A DEPTH OF 12 INCHES WITH MULTIPLE PASSES, 90 DEGREES TO EACH OTHER. SCARIFY AREAS INACCESSIBLE TO MECHANIZED EQUIPMENT WITH HAND TOOLS.

REMOVE ALL SURFACE LUMPS, ROCKS, VEGETATION AND/OR DEBRIS LARGER THAN 1-INCH FROM ALL GRADES PRIOR TO ANY SOIL PREPARATION. THOROUGHLY ROTO-TILL ALL LANDSCAPE AREAS TO A DEPTH OF 6 INCHES. PLACE ADDITIONAL AMENDED SOIL AS REQUIRED TO MEET FINISH ELEVATIONS. APPLY SOIL PREPARATION MATERIALS TO ALL PLANTING AREAS AND THOROUGHLY INCORPORATE INTO THE TOP 6 INCHES OF SOIL.

WET SOIL THOROUGHLY AND ALLOW TO SETTLE. REPEAT THIS COMPACTION PROCEDURE UNTIL SOIL IS STABLE ENOUGH TO RESIST ABRASION AND DRAGGAGE FOR PLANT MATERIAL. FINISH GRADE ALL PLANTING AREAS TO A SMOOTH, UNIFORM SURFACE DRAWING AWAY FROM BUILDINGS AND READY FOR PLANTING. FINISH GRADE TO BE 3 INCHES BELOW FINISH SURFACE OF ADJACENT PAVEMENT IN SHRUB AND GROUNDCOVER AREAS. FINISH GRADES TO BE APPROVED PRIOR TO PLACEMENT OF ANY PLANT MATERIAL. SCARIFY PLANTED ISLANDS SHALL BE OVER EXCAVATED. REMOVE ALL PAVING WASTE, GRAVEL BASE AND UNDERLYING SUBSOIL TO 18 INCHES BELOW TOP OF THE PAVING. SCARIFY AND OVER EXCAVATE PIT BOTTOM 12 INCHES TO MINIMIZE STRUCTURAL COMPACTION.

**MULCH:**  
ONE-QUARTER-INCH (1/4") TO ONE HALF-INCH (1/2") SIZE ROCK MULCH.

**STAKES:**  
2-INCH DIAMETER, BY 10-FOOT MINIMUM TREATED LODGEPOLE PINE TREE STAKE.

**GUY MATERIAL:**  
CINCH TYPE TIES. NO WIRE WILL BE ALLOWED.

**HERBICIDE:**  
IS NOT RECOMMENDED FOR THE FIRST YEAR AFTER INSTALLATION.

**ANTI-DESICCANT:**  
"WILT-PROOF" - 48 HOURS PRIOR TO SHIPMENT TO SITE FROM JUNE 1 THROUGH SEPTEMBER. THOROUGHLY ROOT WATER PLANTS PRIOR TO DELIVERY. PLANT MATERIALS TO BE KEPT CONTINUALLY MOIST THROUGH INSTALLATION.

**EXECUTION:**

**FINISH GRADES:**  
ARRANGE TREES ON SITE IN PROPOSED LOCATIONS PER DRAWINGS. EXCAVATE PIT, PLANT STAKE OR GUY, AS CALLED OUT AND DETAILED. ALL TREES AND SUPPORTS TO STAND VERTICAL. TREES TO BE PLACED AS SHOWN ON THE PLANTING PLAN, LOCATED AS DETAILED AND AS CALLED OUT ON PLANT LIST. BACKFILL SHALL BE FIT SPOKS. SETTLE BACKFILL USING WATER ONLY. NO MECHANICAL COMPACTION.

**TREES:**  
ARRANGE TREES ON SITE IN PROPOSED LOCATIONS PER DRAWINGS. EXCAVATE PIT, PLANT STAKE OR GUY, AS CALLED OUT AND DETAILED. ALL TREES AND SUPPORTS TO STAND VERTICAL. TREES TO BE PLACED AS SHOWN ON THE PLANTING PLAN, LOCATED AS DETAILED AND AS CALLED OUT ON PLANT LIST. BACKFILL SHALL BE FIT SPOKS. SETTLE BACKFILL USING WATER ONLY. NO MECHANICAL COMPACTION.

**SHRUBS:**  
INSTALL SHRUBS AS SPECIFIED FOR TREES.

**GROUNDCOVERS:**  
EXCAVATE PITS TO A MINIMUM OF THREE INCHES (3") BELOW, AND TWICE THE ROOT BALL DIAMETER. WATER THOROUGHLY AND TAKE CARE TO ENSURE THAT ROOT CROWN IS AT PROPER GRADE, AS DETAILED.

**MULCH:**  
MULCH ALL LANDSCAPE AREAS WITH A THREE INCH (3") LAYER OF MULCH

**HYDROSEED:**  
COVERED 1000 WOOD FIBER HYDRAULIC MULCH, APPLICATION RATE 1,500-2,500 LBS/ACRE  
HYDROPOST PREMIUM COMPOST, APPLICATION RATE 1,000 LBS/ACRE  
ECOLOGO CONTROL M-BINDER/TACK, APPLICATION RATE 150 LBS/ACRE  
BIOSOL FORTE 7-2-1 ORGANIC FERTILIZER, APPLICATION RATE 800 LBS/ACRE  
AM 120 MICROGRANULAR INCOLUAM, APPLICATION RATE 80 LBS/ACRE  
TRIC-S SOLUBLE HUMATE, APPLICATION RATE 1 LBS/ACRE  
SEED MIX AS PRESCRIBED BY S&S SEEDS

**UTILITY CLEARANCES:**  
FIELD ADJUST PLANT LOCATIONS FOR 8-FOOT SEPARATION OF TREES/SHRUBS AND 2-FOOT SEPARATION FOR GROUNDCOVER FROM FIRE HYDRANTS AND UTILITY VALVES.

**PLANTING MAINTENANCE:**  
CONTRACTOR TO MAINTAIN PLANTINGS THROUGH COMPLETED INSTALLATION, AND UNTIL ACCEPTANCE OF LANDSCAPE INSTALLATION. PLANTING MAINTENANCE TO INCLUDE WATERING, WEEDING, CULTIVATING, TIGHTENING AND REPAIRING OF TREE GUYS, RESETTling PLANTS TO PROPER GRADES OR POSITION, AND RE-ESTABLISHING SETTING GRADES. HERBICIDE IS NOT RECOMMENDED FOR ONE YEAR FOLLOWING LANDSCAPE INSTALLATION. INCLUDED IS REPLACEMENT OF DEAD PLANTS AND PLANTS SHOWING LOSS OF 40 PERCENT OR MORE OF CANOPY.

**FERTILIZATION FOR GROUNDCOVER AREAS:** UNIFORMLY BROADCAST SULFUR COATED UREA AT THE RATE OF FIVE (5) LBS. PER 1,000 SQUARE FEET. THE FIRST APPLICATION TO OCCUR APPROXIMATELY FORTY-FIVE (45) DAYS AFTER PLANTING, IN EARLY FALL AND SPRING. SUBSTITUTE A COMPLETE FERTILIZER SUCH AS 16-8-8 OR EQUAL FOR THE SULFUR COATED UREA AT THE RATE OF SIX (6) LBS. PER 1,000 SQUARE FEET. FOLLOW EACH FERTILIZATION WITH A THOROUGH IRRIGATION APPLICATION.

**IRRIGATION MAINTENANCE:**  
THE IRRIGATION SYSTEM TO BE MAINTAINED INCLUDING ADJUSTMENTS FOR BALANCED WATER DISTRIBUTION & PRECIPITATION. FAILED OR MALFUNCTIONING IRRIGATION EQUIPMENT SHALL BE REPLACED OR CORRECTED. PLANT AND IRRIGATION MAINTENANCE TO INCLUDE THOSE OPERATIONS NECESSARY TO THE PROPER GROWTH AND SURVIVAL OF ALL PLANT MATERIALS. CONTRACTOR TO PROVIDE THIS WORK IN ADDITION TO SPECIFIC WARRANTY/GUARANTEES.

## LANDSCAPE IRRIGATION NOTES

1. GENERAL CONTRACTOR AND LANDSCAPE CONTRACTOR TO COORDINATE:
  - A. INSTALLATION OF 110V ELECTRICAL SERVICE FROM ELECTRICAL SOURCE TO AUTOMATIC CONTROLLER, INCLUDING WIRE HOOK-UP INTO MOUNTED CONTROLLER. IRRIGATION CONTRACTOR WILL MOUNT CONTROLLERS PER DESIGN AND COORDINATE WITH GENERAL CONTRACTOR.
  - B. INSTALLATION OF IRRIGATION/SERVICE METER AND STUB TO IRRIGATION POINT OF CONNECTION, PER UTILITY PLANS. PROVIDE STANDARD THREADED STUB-OUT WITH THREADED CAP ON DISCHARGE SIDE OF METER. STUB-OUT TO BE INSTALLED APPROXIMATELY 18 INCHES BELOW FINISH GRADE.
  - C. VERIFICATION OF STATIC WATER PRESSURE AT POINT-OF-CONNECTION (P.O.C.) CONTRACTOR SHALL NOTIFY OWNER AND BARSHAUSEN CONSULTING ENGINEERS, INC. OF ANY VARIATION IN STATIC PRESSURE OVER 5 PSI GREATER/LESS THAN DESIGN PRESSURE.
  - D. INSTALLATION OF SLEEVING.
2. LANDSCAPE CONTRACTOR SHALL TEST THE AVAILABLE STATIC WATER PRESSURE PRIOR TO BEGINNING ANY WORK AND PROVIDE TO LANDSCAPE ARCHITECT WRITTEN TEST RESULTS.
3. ALL WORK PER LOCAL CODE. INSTALLATION PER MANUFACTURER'S WRITTEN SPECIFICATIONS.
4. ALL VALVES TO BE PLACED IN "CARSON" GRADE LEVEL BOXES WITH BOLT-LOCK LIDS (OR APPROVED EQUIVALENT). SET BOXES 2 INCHES HIGHER THAN FINISH GRADE IN MULCH AREAS AND FLUSH WITH FINISH GRADE IN LAWN AREAS. JUMBO BOX FOR CHECK VALVE, 10" ROUND BOX FOR GATE/SWITCH COUPLER/WIRE SPLICES, AND 12" STANDARD FOR CONTROL VALVES. PROVIDE BOX EXTENSIONS AS REQUIRED.
5. MAINLINE PIPE TO BE BURIED 18 INCHES AND LATERALS 12 INCHES BELOW FINISH GRADE. NO ROCK OR DEBRIS TO BE BACKFILLED OVER PIPE.
6. IRRIGATION DESIGN SHOWN DIAGRAMMATICALLY FOR PLAN CLARITY. PRIOR TO INSTALLATION OF DRIP IRRIGATION, CONTRACTOR IS REQUIRED TO CONTACT LOCAL NETAFIM REPRESENTATIVE FOR TRAINING ON THE INSTALLATION AND RUN THE MANAGEMENT OF DRIP SYSTEM AND NOTIFY LANDSCAPE ARCHITECT THAT FACTORY TRAINING HAS OCCURRED PRIOR TO INSTALLATION. CONTACT CALIFORNIA NETAFIM LANDSCAPE & TURF REPRESENTATIVE (888) 638-2346. CONTRACTOR SHALL GIVE REPRESENTATIVE A MINIMUM TWO WEEK NOTICE.
7. DRIP TUBING SHALL BE INSTALLED FOUR (4) INCHES BELOW FINAL GRADE. CONTRACTOR TO RUN EACH ZONE BEFORE COORDING TUBING, TO VERIFY THAT THERE ARE NO CONNECTION LEAKS. TREES TO BE INSTALLED ON A SEPARATE ZONE, USING NETAFIM TLCV 26 18, REFER TO THE TREE IRRIGATION DETAIL FOR ADDITIONAL INFORMATION.
8. PROVIDE OWNER WITH TWO (2) SETS "AS-BUILT" DRAWINGS AND (3) SETS OF OPERATOR'S MANUALS UPON COMPLETION. INSTRUCT OWNER AS TO PROPER OPERATION AND WINTERIZATION OF THE IRRIGATION SYSTEM.
9. FAMILIARIZE OWNERS FACILITY OPERATOR WITH IRRIGATION SYSTEM FUNCTION, CONTROLLER PROGRAMMING, SYSTEM OPERATION AND MAINTENANCE REQUIREMENTS.
10. ALL CONTROL WIRE SPLICES TO BE MADE AT VALVE BOXES WITH WATER TIGHT ELECTRICAL SPLICES, 3M, SCOTT'S LOCK SEAL TACK 3576-78, OR EQUIVALENT.
11. EACH VALVE BOX TO CONTAIN A MINIMUM OF TWO (2) SPARE BRANCH CONTROL WIRES FOR JACKETED WIRE. ROUTE SPARE WIRES FROM THE CONTROLLER TO THE LAST VALVE OF EACH MAINLINE BRANCH. COMMON WIRE TO BE WHITE. SINGLE STRAND WIRE TO BE A MINIMUM OF 14 GAUGE.
12. ALL ELECTRICAL EQUIPMENT TO BE U.L. TESTED AND APPROVED, AND BEAR THE U.L. LABEL.
13. CROSS CONNECTION PROTECTION INSPECTION REQUIRED. THE BACKFLOW DEVICE TO BE TESTED UPON THE ORIGINAL INSTALLATION. THE TESTING TO BE PERFORMED BY A PERSON HOLDING A CURRENT CERTIFICATE AS A BACKFLOW TESTER. THE TEST REPORT TO BE SUBMITTED TO THE LOCAL WATER DISTRICT, OR PURVEYOR, AND OWNER WITH A COPY TO BARSHAUSEN CONSULTING ENGINEERS, INC. CONTRACTOR TO INCLUDE TESTING IN THE SCOPE OF WORK. OWNER IS RESPONSIBLE FOR ANNUAL INSPECTIONS AFTER THE INITIAL INSPECTION.
14. CONTRACTOR TO PROVIDE SYSTEM WINTERIZATION/SPRING SERVICE WHEN INSTALLATION HAS BEEN COMPLETED WITHIN 90 DAYS OF NOVEMBER 1 FOR WINTERIZATION, OR MAY 15 FOR SPRING SERVICE. SERVICE TO BE PERFORMED AS NEAR AS PRACTICAL TO THE ABOVE DATES, OR AS FREEZE/PRECIPITATION CONDITIONS DETERMINE SERVICE NEED.
15. IRRIGATION SCHEDULING: THE IRRIGATION CONTROLLER CONTAINS A WATER BUDGET FEATURE. PERIODIC (WEEKLY) ADJUSTMENT OF THE WATER SCHEDULE IS INTENDED TO BE MADE VIA BUDGET ADJUSTMENT. RE-ADJUST WATERING DAYS AT 100 PERCENT BUDGET WHEN ADJUSTMENT EXCEEDS 30%. SET CONTROLLER FOR HIGHEST ETa WATER SCHEDULE, BASED ON PUBLISHED LOCAL EVAPOTRANSPIRATION DATA. SYSTEM HAS BEEN DESIGNED FOR 50 TO 80 PERCENT REPLACEMENT FACTOR ON A TYPICAL, MINIMUM 3-DAY CYCLE. SHRUB ZONES SHOULD BE PROGRAMMED AT 40 TO 70 PERCENT OF THE MONTHLY LAWN WATER REQUIREMENT ON A ONCE PER WEEK CYCLE. ALL WATERING IN EXCESS OF THE LOCAL ETa ("FIELD RECHARGE") TO BE COMPLETED DURING THE CONSTRUCTION PHASE WHILE THE CONTRACTOR IS ON THE JOB SITE OVER THE COURSE OF LANDSCAPE DUE TO CONTROLLER SCHEDULING TO BE GROUNDWORKS CONTRACTOR TO REPAIR ANY RESULTANT DAMAGES AT CONTRACTOR'S OWN EXPENSE.
16. SUBSTITUTION OF IRRIGATION MATERIAL/EQUIPMENT TO BE MADE ONLY UPON WRITTEN APPROVAL OF LANDSCAPE ARCHITECT AND OWNER'S REPRESENTATIVE.
17. ALL ZONES TO PASS A MINIMUM DISTRIBUTION UNIFORMITY WATER AUDIT, AS REQUIRED BY THE STATE OF CALIFORNIA'S WATER EFFICIENT LANDSCAPE ORDINANCE, AS ADOPTED BY THE CITY COUNCIL. AN IRRIGATION ASSOCIATION CERTIFIED WATER AUDIT REPORT TO BE PROVIDED TO THE CITY.

COUNT COMMENTS		NO.	DATE	BY	REVISION
1	10/17/19	J.B.	AV	JAW	
2	10/21/19	H.M.B.	FB	FBP	
COUNT COMMENTS		NO.	DATE	BY	REVISION
1	10/21/19	H.M.B.	FB	FBP	
2	10/21/19	H.M.B.	FB	FBP	

Job Number: 18442  
Sheet: L2 - 2

Scale:  
Horizontal: 1"=20'-0"  
Vertical: 1"=20'-0"

Design: JAL  
Drawn: JAL  
Checked: JAL  
Approved: JAL  
Date: 06/02/2019

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(424) 251-8782 FAX

CIVIL ENGINEERING, LAND PLANNING  
SURVEYING, ENVIRONMENTAL SERVICES

10/17/2019 5:09 PM JAW/EL

Barhausen & Consulting Engineers, Inc.

PRELIMINARY LANDSCAPE AND IRRIGATION NOTES  
KA ENTERPRISES MEGA MART  
Deer Springs Rd / Mountain Meadows  
Escondido, CA

5820 Oberlin Dr. Suite 201  
San Diego, CA 92121  
Contact: Eugene Marini  
858/404-6081  
fax 858/404-6081

**SITE SIGNAGE TABLE**

- ALL SIGNS TO BE EXTERNALLY ILLUMINATED—EXCEPT AS NOTED, PER "1/15 CORRIDOR" DESIGN GUIDELINES
  - SIGNS TO BE CONSTRUCTED OF NATURAL MATERIALS, PER DESIGN "1/15 CORRIDOR" DESIGN GUIDELINES
  - PREMISES W/ OVER 250 LF OF FRONTAGE ALLOWED ADDITIONAL SIGN—PER SEC. 6263 A. 1
  - FREESTANDING SIGN: 1.25 SF OF SIGNAGE PER LINEAR STREET FRONTAGE— PER SEC. 6263 A. 1
- DEER SPRINGS RD — FRONTAGE = APPROX. 215' x 1.25 SF/IN FT = 268.75 SF 175 SF MAX. ALLOWED
- N CENTER CITY PKWY — FRONTAGE = APPROX. 340' x 1.25 SF/IN FT = 425 SF 175 SF MAX. ALLOWED
- ADDITIONAL SIGN ALLOWED BASED ON > 250' FRONTAGE 175 SF MAX. ALLOWED
- TOTAL 525 SF MAX. ALLOWED

WALL SIGNS: 1.5 SF OF SIGNAGE PER LINEAR BLDG FACE — PER SEC. 6265 A. 2

SOUTH BLDG ELEVATION = 68' x 1.5 SF/LN FT = 102 SF	250 SF MAX. ALLOWED
WEST BLDG ELEVATION = 72' x 1.5 SF/LN FT = 108 SF	250 SF MAX. ALLOWED
EAST BLDG ELEVATION = 127' x 1.5 SF/LN FT = 190 SF	250 SF MAX. ALLOWED
SOUTH CANOPY ELEVATION = 49' x 1.5 SF/LN FT = 73 SF	250 SF MAX. ALLOWED
<b>TOTAL</b>	<b>581 SF</b>

MANDATORY PRICE SIGNS REQUIRED BY STATE LAW (THE PRICE, FUEL DESIGNATION, AND BRAND SHALL BE VISIBLE FROM EACH ADJOINING ROADWAY — STATE DEPARTMENT OF WEIGHTS AND MEASURES ARTICLE 12. PRICE SIGN ADVERTISING [13530-13540]) ARE EXCLUDED FROM ALLOWABLE SF CALCULATIONS

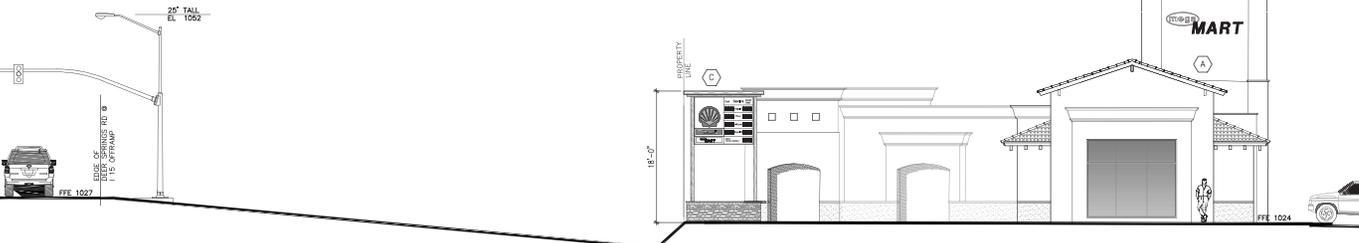
SITE SIGNAGE TABLE				
KEY	SIGN	QTY.	AREA	ALLOWED
(A)	MEGA FOOD WOOD WALL SIGNS (23 sf ea.)	4	92 sf	318 sf PER SEC. 6265
(B)	FREEWAY SIGN (12'x12') 25' HT + 10' PER 6263 C. 2	1	144 sf	300 sf PER SEC. 6263 B. 2
(C)	PRICE SIGN—DEER SPRINGS (POLE)	1	42.0 sf	175 sf PER SEC. 6268 D.
(D)	PRICE SIGN—N CENTER CITY PKWY (MONUMENT)	1	+ 0.0 sf	*175 sf PER SEC. 6268 D.
(E)	CANOPY "SHELL" PECTIN (7 sf ea.)	3	21 sf	263 sf PER SEC. 6265
<b>TOTAL</b>			<b>299 sf</b>	

\* 0.0 sf MANDATORY PRICES, BRAND AND FUEL DESIGNATION ONLY

All lighting and sign illumination shall comply with Section 59.101 et. Seq. of the San Diego County Code, Section 6322 et. Seq. of the San Diego County Zoning Ordinance, and all outdoor LED lighting will conform to Title 24 or other applicable requirements, be fully shielded, downward facing, and be limited to 4,050 lumens.



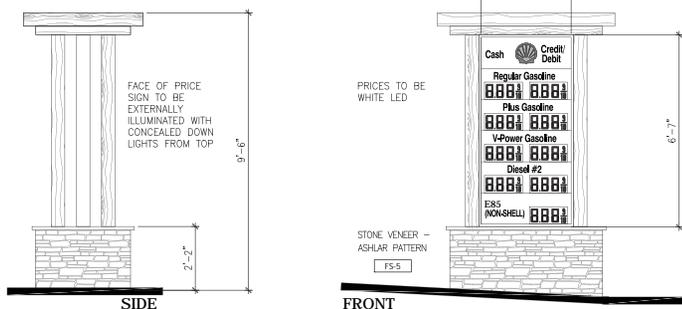
1 PROPOSED SOUTH ELEVATION - NORTH CENTER CITY PARKWAY  
SCALE: 1/8"=1'-0"



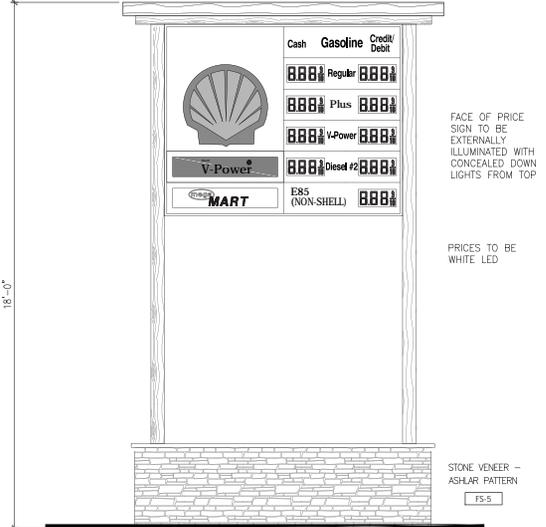
2 PROPOSED WEST ELEVATION - DEERSPRINGS ROAD  
SCALE: 1/8"=1'-0"



mega MART SIGN DETAIL  
SCALE: NTS



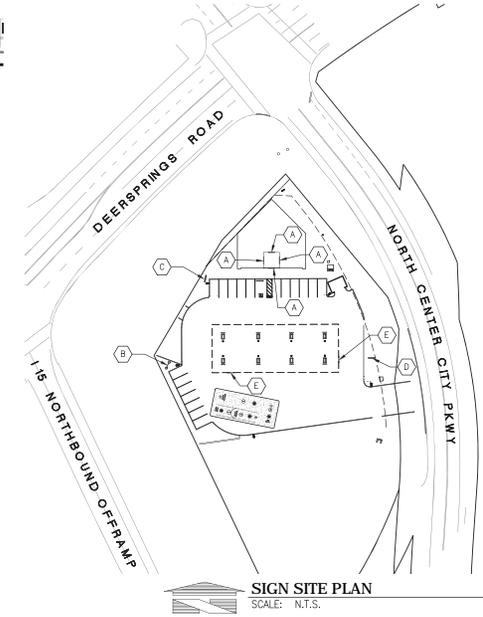
MAIN IDENTIFICATION ELEVATIONS AND DETAILS  
SCALE: 1/2"=1'-0"



FACE OF PRICE SIGN TO BE EXTERNALLY ILLUMINATED WITH CONCEALED DOWN LIGHTS FROM TOP

PRICES TO BE WHITE LED

STONE VENEER - ASHLAR PATTERN  
FS-5



SIGN SITE PLAN  
SCALE: N.T.S.

Revision: \_\_\_\_\_

Time: \_\_\_\_\_

By: \_\_\_\_\_

Date: \_\_\_\_\_

Checked: \_\_\_\_\_

Approved: \_\_\_\_\_

Scale: Horizontal Vertical

Designed: \_\_\_\_\_

Drawn: \_\_\_\_\_

Checked: \_\_\_\_\_

Approved: \_\_\_\_\_

Date: 06/09/19

18442 Avenue South  
West Valley, CA 92121  
(425)251-8222 FAX  
(425)251-8782

Civil Engineering, Land Planning,  
Surveying, Environmental Services

BARC HAUSEN  
CONSULTING ENGINEERS

Job Number: 18442  
Sheet: SNA-1

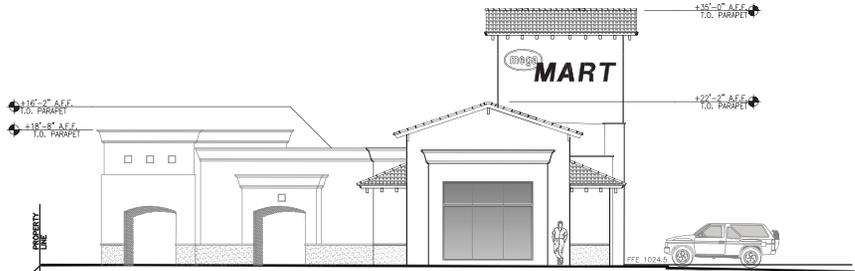
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ADMIRAL@SNA

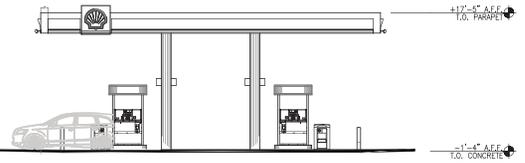
SIGNAGE PLAN  
KA ENTERPRISES MEGA MART  
Deer Springs Rd / Mountain Meadows  
Escondido, CA

5820 Oberlin Dr, Suite 201  
San Diego, CA 92121  
Contact: Eugene Marini  
8587404-0091  
fax 8587404-0081

47-4



1 WEST ELEVATION - SIDE - FACING OFF RAMP INTERSECTION @ DEER SPRINGS



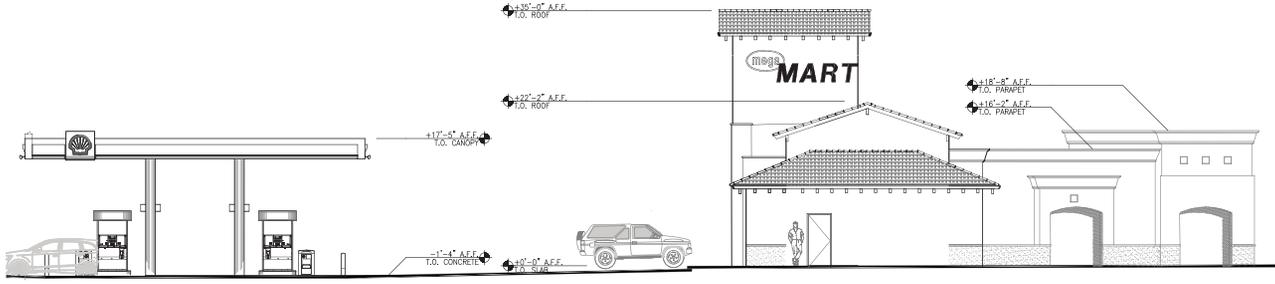
3 SOUTH ELEVATION - FRONT - WITH CANOPY IN FOREGROUND



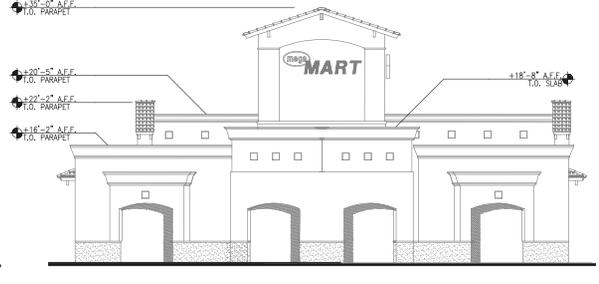
2 SOUTH ELEVATION - FRONT - FACING OFF RAMP



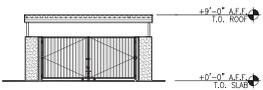
2 SOUTH ELEVATION - FRONT - FACING OFF RAMP



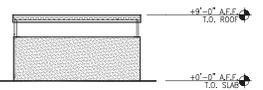
4 EAST ELEVATION - SIDE - FACING CENTER CITY PARKWAY



5 NORTH ELEVATION - REAR - FACING INTERSECTION @ DEER SPRINGS / CENTER CITY PKWY



6 TRASH ENCLOSURE - FRONT ELEVATION



7 TRASH ENCLOSURE - REAR ELEVATION

10/19/18 US HCS HCS COUNTY COMMENTS  
 11/21/18 US HCS HCS COUNTY COMMENTS  
 12/21/18 US HCS HCS COUNTY COMMENTS

KA ENTERPRISES MEGA MART  
 Deer Springs Rd / Mountain Meadows  
 Escondido, CA

For KA Enterprises  
 5820 Oberlin Dr, Suite 201  
 San Diego, CA 92121  
 Contact: Eugene Marini  
 858/404-6081  
 Fax: 858/404-6081

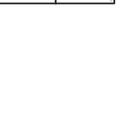


Scale:  
 Horizontal 1" = 10'-0"  
 Vertical 1/8" = 1'-0"

Designed: [Blank]  
 Drawn: [Blank]  
 Checked: [Blank]  
 Approved: [Blank]  
 Date: 10/19/18

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 (619) 581-8282 FAX  
 CIVIL ENGINEERING, LAND PLANNING,  
 SURVEYING, ENVIRONMENTAL SERVICES

Job Number: 18442  
 Sheet: A2  
 of 2



## Attachment D - Public Documentation



County of San Diego, Planning & Development Services  
**COMMUNITY PLANNING OR SPONSOR  
 GROUP PROJECT RECOMMENDATION**  
 ZONING DIVISION

Record ID(s): PDS2017-STP-17-028

Project Name: KA Enterprises Mega Mart

Planning/Sponsor Group: Hidden Meadows

Results of Planning/Sponsor Group Review

July 27, 2017

Meeting Date: \_\_\_\_\_

**A. Comments made by the group on the proposed project.**

Appearance is somewhat improved with the change to a tile roof.

The Group believes the tentative plan included a free standing sign on the site.

There does not appear to be such a sign in the final drawing. We consider that to be an improvement.

**B. Advisory Vote:** The Group  **Did**  **Did Not** make a formal recommendation, approval or denial on the project at this time.

If a formal recommendation was made, please check the appropriate box below:

- MOTION:**
- Approve without conditions
- Approve with recommended conditions
- Deny
- Continue

**VOTE:** 6 Yes        No        Abstain 1/2 Vacant/Absent

**C. Recommended conditions of approval:**

The Group recommends a traffic analysis be performed to determine if turn modifications are needed to be constructed for Center City Parkway and Deer Springs Rd.

There appears to be no free standing sign announcing this station on any of the drawings. A condition of our approval is identification of a free standing sign's size and location, if any.

Reported by: C Wayne Dauber Position: Chair Date: Aug 17, 2017

**Please email recommendations to BOTH EMAILS;**

Project Manager listed in email (in this format): [Firstname.Lastname@sdcounty.ca.gov](mailto:Firstname.Lastname@sdcounty.ca.gov) and to [CommunityGroups.LUEG@sdcounty.ca.gov](mailto:CommunityGroups.LUEG@sdcounty.ca.gov)

5510 OVERLAND AVE, SUITE 110, SAN DIEGO, CA 92123 • (858) 565-5981 • (888) 267-8770

<http://www.sdcounty.ca.gov/pds>





County of San Diego, Planning & Development Services  
**COMMUNITY PLANNING OR SPONSOR  
 GROUP PROJECT REVIEW**  
 ZONING DIVISION

Record ID(s): PDS2017-STP-17-028

Project Name: KA Enterprises Mega Mart

Project Manager: Tabina Tonekaboni

Project Manager's Phone: 619-401-6040

Scope of Review:

Board Policy I-1 states; "groups may advise the appropriate boards and commissions on discretionary projects as well as on planning and land use matters important to the community." Planning & Development Services (PDS) has received an application for the project referenced above. PDS requests that your Group evaluate and provide comment on the project in the following areas:

- The completeness and adequacy of the Project Description
- Compatibility of the project design with the character of the local community
- Consistency of the proposal with the Community Plan and applicable zoning regulations
- Specific concerns regarding the environmental effects of the project (e.g., traffic congestion, loss of biological resources, noise, water quality, depletion of groundwater resources)

Initial Review and Comment:

Shortly after an application submittal, a copy of the application materials will be forwarded to the Chair of the applicable Planning or Sponsor Group. The project should be scheduled for initial review and comment at the next Group meeting. The Group should provide comments on planning issues or informational needs to the PDS Project Manager.

Planning Group review and advisory vote:

- A. **Projects that do not require public review of a CEQA document:** The Group will be notified of the proposed hearing date by the PDS Project Manager. The project should be scheduled for review and advisory vote at the *next Group meeting*.
- B. **Projects that require public review of a CEQA document:** The Chair of the Planning Group will be noticed when an environmental document has been released for public review. The final review of the project by the Group, and any advisory vote taken, should occur *during the public review period*.

As part of its advisory role, the Group should provide comments on both the adequacy of any environmental document that is circulated and the planning issues associated with the proposed project. The comments provided by the Group will be forwarded to the decision-making body and considered by PDS in formulating its recommendation.

Notification of scheduled hearings:

In addition to the public notice and agenda requirements of the Brown Act, the Group Chair should notify the project applicant's point of contact and the PDS Project Manager at least two weeks in advance of the date and time of the scheduled meeting.

# ***Hidden Meadows Community Sponsor Group***

*Covering the area bordered by Escondido, I-15, Valley Center, & Circle R*

*Meeting location: The Hidden Meadows Community Center 28208 Meadow Glen Way West*

**Thursday, July 27, 2017**

## MINUTES

**Assistance for those with disabilities:** If you need accommodation to participate in this meeting, please call Wayne Dauber at 760-809-6898 so necessary arrangements can be made.

(Please note that persons desiring to speak on any action or information item are required to fill out a speaker slip, available from the Secretary.)

1) CALL TO ORDER: Wayne Dauber, Chairman, 7:00 pm

2) ROLL CALL: Dauber, Sealey, Coultas, Caster, Cook, Rings. Chagala and Birch-excused absence. Gutierrez is in attendance as a non-voting member.

3) PLEDGE OF ALLEGIANCE TO THE FLAG OF THE UNITED STATES OF AMERICA

4) MINUTES

a) Approval of minutes of May 25, 2017. Caster noted that he was not present at the meeting; his absence being noted as an excused absence. Sealey motioned to approve the minutes as amended; Rings seconded the motion. Motion so ordered without exception by Chairman Dauber, Caster in abstention.

Approval of minutes of June 22, 2017. Dates were changed to correspond with the date of the meeting. Cook indicated that he had made the statement that he felt the proposed Shell station's design was more mission in style than modern and that it was out of character with the community. Sealey motioned to approve the minutes as amended; Cook seconded the motion. Motion so ordered without exception by Chairman Dauber, Caster and Rings in abstention.

5) OPEN FORUM: Attendees may speak on any subject not covered by this Agenda (time limit - 3 minutes per speaker) None

6) ADMINISTRATIVE ITEMS/CORRESPONDENCE

a) Status of Jamie Gutierrez appointment. Chairman Dauber stated that the paperwork had been submitted.

7) SUB-COMMITTEE REPORTS

a) Mobility – Coultas, Dauber --Nothing to report

b) Trails & Parks – Coultas --Nothing to report

# ***Hidden Meadows Community Sponsor Group***

**Thursday, July 27, 2017**

## MINUTES

c) Meadow Lake Golf Club – Dauber –No change in status

8) PUBLIC REVIEW / ACTION ITEMS:

a) Review Newland Sierra EIR and prepare comments for submission to County.

Linda Bailey representing Newland Sierra addressed the Group with some general comments. She noted that leapfrogging did not apply to this project and that water usage for this project would not require a 36% cutback for other users in the water district as stated in the June 22, 2017 minutes. Sealey asked Bailey where the 58 acres designated as Village Area was situated within the proposed project. Bailey indicated that she would have to get back to the Group on this matter with specifics.

Wendy Brick, a community resident, highlighted that there were 48 impacts considered significant identified within the EIR. She commented on the limited evacuation routes for the area as a whole, and she expressed her concerns about air quality during construction of the project (particularly the presence of chemicals and particulate matter).

Cliff Williams, representing the Golden Door, encouraged attendees to write letters to the County expressing their concerns with the proposed project. In his opinion, this project was merely a resurrection of the Merriam Mountains project previously denied by the County. The General Plan which was updated 2011/2012 did not incorporate a residential project of this size in its development plans for the future.

Regarding the proposed improvements to the I15 interchange at Deer Springs, Bailey stated that Caltrans has developed several proposals and the EIR would begin only after approval of the proposed Newland Sierra project. Caltrans has not disclosed the specifics of its proposals. Cook inquired as to the funding for the highway improvements. Bailey stated that Newland would be funding the improvements. Brick inquired if the Newland project could proceed without the interchange improvements being completed. Bailey replied that completion of the road improvements would be a condition of approval for the Newland project.

Rings suggested that Mesa Rock Road be extended to Gopher Canyon. Bailey indicated that the unimproved road currently proposed to the north of the project would be mainly used as a fire road but would be open 24/7.

# ***Hidden Meadows Community Sponsor Group***

**Thursday, July 27, 2017**

## MINUTES

Chairman Dauber has prepared a draft comment letter to be submitted to the County regarding the Group's concerns with the EIR. At this time, the individual items in the letter were discussed by the Group. Issue one related to the fact that this proposed development was not in compliance with the General Plan. Members were not in disagreement with this statement. Issue 2 expressed the opinion that future projects had not been included in traffic projections. Caster noted that the EIR did include a section on cumulative impacts and therefore this item was deleted. Issue 3 addressed the Deer Springs/I15 interchange. Sealey requested that the Group have the ability to review the I15 interchange plans before any final approval/disapproval of the Newland development plan. The recommendation was also made that the interchange should be completed before any occupancy of the project occurs. As far as road improvements to Deer Springs, the consensus of the Group was that Option B as stipulated in the EIR was the desired option. Issue 4 addressing water supply was deleted as it was felt that it fell under the jurisdiction of the Water District. Issue 5 focused on fire concerns. The Group asked for an evaluation of the cumulative impact of evacuation plans on surrounding communities. Cook noted that the Meadows residents essentially have only one escape route. Caster noted the EIR references a potential future road continuation to Valley Center.

Cook brought up for discussion the issue of whether we should incorporate comments regarding impacts to air quality. The impacts are potentially significant and unavoidable. Brick suggested that the Group request a health risk assessment from the County.

There being no further discussion, Chairman Dauber suggested a special meeting be called for August 3<sup>rd</sup> at 7 pm to finalize the memo to the County. Motion requesting the special meeting made by Sealey, seconded by Rings. Motion so ordered without exception by Chairman Dauber.

### b) PDS2017-STP-17-028 Shell Station, Center City Pkwy & Deer Springs Road

The Group was presented with a grading plan, building layout plan and landscaping plan. The lot is proposed to be raised approximately 10 feet. Sealey expressed no concern with grading plan. Recommendation was made for a traffic analysis to be performed to determine if turn modifications needed to be constructed for Center City Parkway and Deer Springs Road. Building layout and landscape plan were deemed acceptable. A condition of the Group's approval was identification of the free standing sign location and the size. Sealey motioned approval of the proposed project subject to the condition of approval; seconded by Rings. Motion so ordered without exception by Chairman Dauber.

# ***Hidden Meadows Community Sponsor Group***

**Thursday, July 27, 2017**

## MINUTES

c) PDS 2014-MUP-14-010 Phap Vuong Monastery

Chairman Dauber presented plans for the proposed Phap Vuong Monastery on Vista Avenue in Escondido. The Group decided to table the item until such time as it receives more information from the County as to what specifically was being requested from the Group.

9) INFORMATION ONLY ITEMS:

a) None.

10) MEMBERS' COMMENTS

11) ADJOURNMENT: 9:38



County of San Diego, Planning & Development Services  
**COMMUNITY PLANNING OR SPONSOR  
 GROUP PROJECT RECOMMENDATION**  
 ZONING DIVISION

Record ID(s): PDS2017-STP-17-028

Project Name: KA Enterprises Mega Mart

Planning/Sponsor Group: Hidden Meadows

Results of Planning/Sponsor Group Review

Meeting Date: December 7, 2017

**A. Comments made by the group on the proposed project.**

After review of the latest plans and conversation with Mr. Allen Sipes the HM CSG members in attendance agreed not to object to the free standing sign as depicted on the current plans.

Mr Sipes stated that he has been advised the County does have a traffic analysis under way.

**B. Advisory Vote:** The Group  **Did**  **Did Not** make a formal recommendation, approval or denial on the project at this time.

If a formal recommendation was made, please check the appropriate box below:

- MOTION:**
- Approve without conditions
- Approve with recommended conditions
- Deny
- Continue

**VOTE:** 5 Yes 0 No 0 Abstain 0/4 Vacant/Absent

**C. Recommended conditions of approval:**

Reported by: C Wayne Ddauber Position: Chair Date: Dec 11, 2017

**Please email recommendations to BOTH EMAILS;**

**Project Manager listed in email (in this format):** [Firstname.Lastname@sdcounty.ca.gov](mailto:Firstname.Lastname@sdcounty.ca.gov) and to [CommunityGroups.LUEG@sdcounty.ca.gov](mailto:CommunityGroups.LUEG@sdcounty.ca.gov)

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<http://www.sdcounty.ca.gov/pds>





County of San Diego, Planning & Development Services  
**COMMUNITY PLANNING OR SPONSOR  
 GROUP PROJECT REVIEW**  
 ZONING DIVISION

Record ID(s): PDS2017-STP-17-028

Project Name: KA Enterprises Mega Mart

Project Manager: Tabina Tonekaboni

Project Manager's Phone: 619-401-6040

Scope of Review:

Board Policy I-1 states; "groups may advise the appropriate boards and commissions on discretionary projects as well as on planning and land use matters important to the community." Planning & Development Services (PDS) has received an application for the project referenced above. PDS requests that your Group evaluate and provide comment on the project in the following areas:

- The completeness and adequacy of the Project Description
- Compatibility of the project design with the character of the local community
- Consistency of the proposal with the Community Plan and applicable zoning regulations
- Specific concerns regarding the environmental effects of the project (e.g., traffic congestion, loss of biological resources, noise, water quality, depletion of groundwater resources)

Initial Review and Comment:

Shortly after an application submittal, a copy of the application materials will be forwarded to the Chair of the applicable Planning or Sponsor Group. The project should be scheduled for initial review and comment at the next Group meeting. The Group should provide comments on planning issues or informational needs to the PDS Project Manager.

Planning Group review and advisory vote:

- A. **Projects that do not require public review of a CEQA document:** The Group will be notified of the proposed hearing date by the PDS Project Manager. The project should be scheduled for review and advisory vote at the *next Group meeting*.
- B. **Projects that require public review of a CEQA document:** The Chair of the Planning Group will be notified when an environmental document has been released for public review. The final review of the project by the Group, and any advisory vote taken, should occur *during the public review period*.

As part of its advisory role, the Group should provide comments on both the adequacy of any environmental document that is circulated and the planning issues associated with the proposed project. The comments provided by the Group will be forwarded to the decision-making body and considered by PDS in formulating its recommendation.

Notification of scheduled hearings:

In addition to the public notice and agenda requirements of the Brown Act, the Group Chair should notify the project applicant's point of contact and the PDS Project Manager at least two weeks in advance of the date and time of the scheduled meeting.

# ***Hidden Meadows Community Sponsor Group***

*Covering the area bordered by Escondido, 1-15, Valley Center, & Circle R*

*Meeting location: The Hidden Meadows Community Center 28208 Meadow Glen Way West*  
**Thursday, December 7, 2017 at 7:00 p.m.**

## **MINUTES**

<p><b>Assistance for those with disabilities:</b> If you need accommodation to participate in this meeting, please call Wayne Dauber at 760-809-6898 so necessary arrangements can be made.</p>
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(Please note that persons desiring to speak on any action or information item are required to fill out a speaker slip, available from the Secretary.)

- 1) CALL TO ORDER: Wayne Dauber, Chair at 7:00
- 2) ROLL CALL: Dauber, Chagala, Rings, Sealey, and Caster. Birch, Gutierrez, and Coultas, -- excused absences. Cook absent.
- 3) PLEDGE OF ALLEGIANCE TO THE FLAG OF THE UNITED STATES OF AMERICA
- 4) MINUTES
  - a) Approval of minutes of September 28, 2017. Motion to approve by Sealey, seconded by Rings. So ordered by the Chair (Caster abstained).
- 5) OPEN FORUM: No Speakers
- 6) ADMINISTRATIVE ITEMS/CORRESPONDENCE: None
- 7) SUB-COMMITTEE REPORTS
  - a) Mobility – Dauber-none
  - b) Trails & Parks – No report
  - c) Boulder Oaks Golf Club – Dauber-none
- 8) PUBLIC REVIEW / ACTION ITEMS:
  - a) Waiver Request – Lot 27 Tall Oak Drive, Owners Monica and Richard Kiy

Applicants are requesting to build a 2,300 to 2,500 square foot house at this location from straw bales. The building would have a wood and steel frame with a metal roof. The structure would be integrated into the existing landscape including the existing boulders. The applicants were told that they would have to return to the Committee with the building plans for approval after they were accepted by the County. Sealey stated that they might, however, be able to receive a waiver from the County for a site plan. The Committee expressed no objections with the plans as discussed.

- b) PDS2017-STP-17-028 KA Enterprises Mega Mart

Applicants presented a depiction of the proposed pole sign design. The sign is a static sign with no pricing data attached. It was also indicated that engineering was investigating the possibility of a center turn lane in front of the project on Center City Parkway. Sealey motioned to approve the proposal, Caster seconded the motion. The motion passed without objection.

- c) 2017-12 HM Road Maintenance Priorities

# ***Hidden Meadows Community Sponsor Group***

*Covering the area bordered by Escondido, 1-15, Valley Center, & Circle R*

*Meeting location: The Hidden Meadows Community Center 28208 Meadow Glen Way West*

**Thursday, December 7, 2017 at 7:00 p.m.**

The Committee reviewed the previous year's list of road maintenance priorities as proposed by the Hidden Meadows Community Sponsor Group noting the improvements that had been made to Jesmond Dene Road and Center City Parkway. After discussion, the Committee decided to continue the previous recommendations of completing the Jesmond Dene Road project as well as North Center City Parkway to Champagne Blvd, and Ivy Dell Lane. In addition, the committee recommended improving Cougar Pass, making it plausible as an additional fire escape route for Hidden Meadows residents. Sealey motioned to accept the above proposal, Chagala seconded the motion. The motion passed without objection.

9) INFORMATION ITEMS:

a) Election of CSG officers in January

Chair Dauber asked for any Committee members who wished to be considered to contact him.

b) Annual training and forms schedule

Chair Dauber indicated he was still waiting to receive the pertinent information.

10) MEMBER' COMMENTS None

11) AJOURNMENT 7:40

**I-15 Corridor Design Review Board**  
**Minutes of the Dec 21, 2017 Meeting**

- 1) The meeting was called to order at 19:29 PM By Chairman Greg Izor In attendance was Board Members William Crocker, Chuck Davis, Gordon Cloes, Greg Izor and Lee J. De Meo.
- 2) There were no members of the public who wished to address the Board on any matter.
- 3) There were no presenters at the meeting for the Arco Sign Replacement Project. This Item was continued until the January 2018 meeting.
- 4) There were no presenters at the meeting concerning the site exemption for a Grading Plan and Retaining walls for the project at 10119 Camino Elena, Escondido, CA 92026. It was decided that Lee J. De Meo will contact the county representative, Mandy Noza to determine the status of this project. It was continued until the January 2018 meeting.
- 5) The project named KA Enterprises Mega Mart was presented before the Board for its second review. Julie Hamilton, an attorney representing un-named clients who are neighbors to this project was in attendance. Chairman Izor allowed her to look at the plans, but required her to reserve comment until after KA made their presentation. After much discussion, the following changes and mark ups were decided: A) the Symbol and lettering on the main sign would be permitted to be internally lit. B)The lighting on the Canopy Band will be externally lit. C) Roof lines will be extended to 9 ft. D) colors would not be white but that they would be more earth tones. E) landscaping to add trees in the buffer area. The plans were marked up with these changes. Julie Hamilton, the attorney representing unnamed clients desired to have her comments reflected here in these minutes. Her comments were that this project has great impact to the neighboring residents. It was her feeling that our sign guidelines were not being fulfilled and that It is over-signed. Chairman Izor answered that the sign sizes and amounts are not in our purview. Julie Hamilton said that the Design of this project is “not Hidden Meadows”, that the color (white ) did not meet our guidelines., that the project was too boxy in nature and that it should be more m”Mission Style or rural” to match the community. Also that the tower was too high and that the facade on the I-15 side was “horrible” Julie Hamilton wanted it reflected that she spoke in opposition to this project. Julie said that she would like to see the Board continue this project to our next meeting in Jan 2018 so that the project could be presented with the full markups and to give the public a chance to see them. Board Member Chuck Davis brought to the attention to the Board recent articles in the Union-Tribune newspaper on traffic congestion and remarked about how bad the traffic is on the I-15. Board Member Gordon Cloes made a motion for a Conditional Approval of this project, conditioned on the marked up changes listed above. Board Member William Crocker seconded the motion. Greg Izor, Lee De Meo, William Crocker and Gordon Cloes voted In favor of approval. Chuck Davis Voted against approval. The Motion to approve conditionally with the marked up changes carried by a vote of 4 to 1.

- 6) There were no presenters at the meeting for the Site Plan Exemption for a new Single Family Dwelling for NKA Wilt Road. It was decided that Lee J. DeMeo will contact the owner, Eric Wendt to determine the status of this project. It was continued to the next meeting.
- 7) The request for a Design Review Board Project Review for a supplemental application for the Construction of a new 60' High monopine, project name VZW Stewart Canyon was reviewed. The applicants were not able to attend, but had asked us to review the project without them present. Lee J. De Meo had presented that the project was changed to a mono-eucalyptus rather than a mono-pine. This change was requested by the Fallbrook Community Planning Group. Lee De Meo presented the updated documents. Gordon Cloes made the motion to approve as submitted. Chuck Davis seconded the motion and the project was approved unanimously.
- 8) No presenters were present concerning the non-voting item to present a proposed retail/restaurant building on the property located at the south east corner of I-15 and Mountain Meadow road, at N. Centre City parkway. This item was continued until the January Meeting.
- 9) Greg Izor adjourned the meeting.



**County of San Diego, Planning & Development Services**  
***Project Planning Division***

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**Memorandum**

**TO:** File

**FROM:** Sean Oberbauer, Project Manager

**SUBJECT:** Response to Comments; KA Shell Gas Station and Convenience Store;  
PDS2017-STP-17-028; PDS2017-BC-17-0069; PDS2017-ER-17-08-008

**DATE:** May 21, 2020

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The following are staff's responses to comments received during the public disclosure period for the draft Statement of Reasons for Exemption from Additional Environmental Review and 15183 Checklist pursuant to CEQA Guidelines 15183, dated December 12, 2019. The draft Statement of Reasons for Exemption from Additional Environmental Review and 15183 Checklist was circulated for public disclosure from December 12, 2019 through January 17, 2020. Comments were received that require changes to the 15183 checklist.

**A. Response to comments received from the Law Office of Julie M. Hamilton on behalf of Mesa Rock, LLC., January 17, 2020:**

**A-1:** The comment states that the commenter did not personally receive the public disclosure notice dated December 12, 2019, seeking public comments on the proposed KA Shell Gas Station and Convenience Store project (Project). This comment does not address the adequacy of the environmental review; however, notice was properly given. The client of the commenter was noticed of the project and the commenter was able to submit a letter with attachments. In addition, the documents provided for public comment on the County's website clearly identify the location of the Project, and the commenter's letter and the other attached reports identify the Project site correctly. The notice was adequate.

**A-2:** The County disagrees that the Project does not qualify for the statutory exemption from the California Environmental Quality Act (CEQA) created by Public Resources Code section 21083.3 and CEQA Guidelines section 15183. Those provisions limit CEQA review of any project that is consistent with a general plan that has a certified environmental impact report (EIR). Because the Project is consistent with the County's 2011 General Plan Update (GPU) and with the Final EIR for the GPU (GPU FEIR), this statutory exemption is applicable. The comment refers to the proposed use of a septic system for the Project as being an "unusual circumstance." But the "unusual circumstance" exception only limits the use of categorical exemptions, CEQA Guidelines Section 15300.2(c), and does not apply to the statutory exemption applicable here. Nonetheless, further environmental review of a General Plan-consistent project may be required if the project impacts are peculiar, are not addressed by the General Plan EIR,

or cannot be mitigated by uniformly applied standards or policies. The commenter has not identified any project impacts that would require further environmental review.

The commenter also cites to her “conversations with septic system professionals” to claim that a septic system is “ineffective for retail uses.” The comment does not identify these professionals or provide any evidence to support the claim. Notably, the previous retail business on the Project site used a septic system for wastewater treatment, and the gas station and convenience store located just across Interstate 15 from the proposed project also received permits for an onsite wastewater treatment system, as do other businesses in the area. The County Department of Environmental Health (DEH) has reviewed and approved the use of a septic system for the Project in accordance with the County’s uniformly applied development policies and standards for septic systems and the Local Agency Management Program (LAMP).

**A-3:** The comment has been noted that the septic plan shows a different convenience store footprint than that shown in the landscape plan and the site plan. The septic plan was revised to be consistent with the building location for the Project, and now shows that the septic system tank will be located to the south of and outside the footprint of the building. DEH has approved the revised septic plan with that location for the septic system tank and the locations of the other elements of the treatment system. If the on-site wastewater treatment system design is required to be revised during the processing of Final Engineering and any future Grading or Building permits, DEH will review the applicable plan for conformance with the County’s standards and regulations.

**A-4:** The comment claims that the 2019 Traffic Impact Study for the Project (TIS) prepared by Darnell & Associates (Darnell) is deficient because it did not consider the traffic that would have been generated by the proposed Newland-Sierra development.

Importantly, the traffic analysis for the Project did not identify any significant direct traffic impacts of the Project, and the cumulative traffic impacts of the Project (including those that might have been generated if the Newland-Sierra project was built) will be mitigated using the mitigation measures identified in the GPU FEIR, specifically the payment of a traffic impact fee (TIF). Projects that comply with General Plan, for which the EIR addresses the cumulative impacts do not have to conduct further cumulative impact analysis. (CEQA Guidelines § 15130(d).) The GPU FEIR analyzed a GPU project that assumed that the Merriam Mountain project would be built on the site where the Newland-Sierra project was proposed to be built. The GPU FEIR assumed that the Merriam Mountain project would generate more traffic than the Newland-Sierra project would have generated, and so was more conservative than a Newland-Sierra project-specific cumulative traffic analysis.

Moreover, opponents were recently successful in a referendum on the Newland-Sierra project, and the voters rejected the project. Accordingly, there is no need to consider the specific traffic levels of the Newland-Sierra project, and no changes are required to the TIS.

As to the comment that the 2015 freeway volumes are out-of-date, the 2015 traffic volumes used for Interstate 15 were the available traffic counts on the Caltrans website when the TIS was prepared. The TIS study conforms to the traffic-study requirements of the County of San Diego. Also, given the small volume of traffic the Project will add to Interstate 15, no analysis was needed of the Project's impacts to the freeway itself, but the Project's impacts on the freeway on/off ramp intersections were analyzed. The TIS found the Project will not create any direct impacts to any of the roads and intersections in the study area, including the freeway ramps. No further analysis is needed.

**A-5:** The comment claims that the Project would have "significant drainage impacts" but neither the comment (nor the accompanying reports) identify the location(s) or provide evidence of the severity of those claimed impacts. Rather, the comment simply states that the tree wells that will be used to control drainage are too small and have limited separation from adjacent improvements. As these comments generally repeat the comments in the letter from Chang Consultants, they are addressed more-fully below in the response to Comment A-12.

**A-6:** The comment generally asserts that California live oak trees are not appropriate for use in the tree wells but does not cite any evidence to support that claim. The County's BMP Design Manual at page E-35 specifically allows the use of three types of oak trees for this type of application, including the coast live oaks identified in the Site Plan. As to the concern expressed about the potential for root rot, the design of the tree wells will allow two to three inches of storm water at most to be collected, and any collected water will dissipate quickly through the amended soil in the tree well or evaporation, so root rot should not occur. The County has reviewed and approved the preliminary landscape plan for the Project in accordance with its uniformly applied development policies and standards for landscape plans. A Final Landscape Plan and Certificate of Installation will be required in order to ensure that the appropriate landscaping has been installed. No changes are required.

**A-7:** This comment generally summarizes the previous comments made in the letter. See Response to Comment A-4 for traffic comments and Response to Comment A-6 for tree wells. The comment further claims that the site "cannot accommodate the proposed development and required septic system without significant risks of environmental impacts due to a failed septic system." Again, the comment is general in nature and does not identify what, if any, significant environmental impacts could be caused by the Project, even if the septic system did fail. For septic design comments, see Response to Comment A-3.

**A-8:** The comment claims that the Project "does not qualify for the common-sense exemption of CEQA Guidelines section 15183 because the project may cause significant environmental impacts." To be clear, the County is not relying on the general "common-sense exemption" from CEQA found at CEQA Guidelines section 15061(b)(3), but on the statutory exemption from CEQA required to be applied to the Project by Public Resources

Code section 21083.3 and CEQA Guidelines section 15183. Further, the commenter has not identified any significant environmental impacts that the Project may cause, and the commenter has not identified any project impacts that would require further environmental review.

**A-9:** This comment, from Urban Systems Associates, Inc. (Urban Systems), is an introductory comment that states that the TIS for the Project generally followed “County-suggested procedures” but states there were “significant omissions from the study.” The County assumes that the commenter’s claimed “significant omissions” are those described in the subsequent paragraphs.

**A-10:** The comment repeats the comments raised in Comment A-4 above. It argues that elements of the TIS were out of date because (1) the CalTrans freeway volumes used were from 2015 and (2) the TIS assumed an opening date for the Project of 2018, not 2020 or 2021. The issue of the Caltrans freeway volumes is addressed in the response to Comment A-4, and the baseline for traffic used for the TIS was appropriate, especially as the Project is consistent with the GPU.

As to the opening-date, Urban Systems states that the use of a 5% yearly traffic increase “could be significantly in error.” Urban Systems does not state what growth rate should have been used, and even if there are more years of 5% growth in traffic before the opening date, that will not change the fact that the direct impacts of the proposed project will not be significant whether the opening date is in 2018, 2020, or 2021. Further, the 5% yearly traffic increase is appropriate based on the traffic count data and trends.

Additionally, a supplemental memo dated March 19, 2020 has been submitted to update the 2017 TIS by reviewing more-recent traffic-count data collected in March of 2019. The new traffic data show that the 2019 average daily traffic on all the segments of Deer Springs Road in the study area are, on average, 3.4% less than the 2018 traffic volumes used in the TIS, and that the traffic volumes at the study-area intersections are 6% less (AM) and 4% less (PM) than the traffic volumes that the TIS assumed would occur in 2018. (Supplemental Memo, Tables 1 and 2).

Although the new traffic data shows a downward trend in traffic volumes from those used in the TIS, the calculated LOS values at each affected intersection has been shown by increasing the 2019 counts by 2% to estimate volume for a 2020 opening date for a 2021 opening date. Figure 9A of the supplemental memo presents the opening day 2021 plus Project traffic volumes and Figure 10A of that report presents the opening day 2020 plus Project traffic volumes. Table 13A of the report shows that the 2021 opening-day-plus-Project traffic volumes at every intersection in the study area will operate at LOS “D” or better. This updated analysis confirms that the Project will not cause a significant direct impact on traffic.

The TIS also does not need to be revised to analyze the “additional studies for road circulation alternatives for Deer Springs Road” or the “Other Projects” mentioned but not

identified in the comment. The cumulative impacts of the Project were adequately analyzed in the GPU FEIR, and the Project will be required to mitigate for those cumulative impacts in accordance with the provisions of the GPU FEIR through payments into the Traffic Impact Fee (TIF) Program. Nevertheless, Urban Systems' assertion relies on the moot argument that the 5% increase does not account for the traffic that would be generated by the now-rescinded Newland-Sierra project, an issue addressed in the response to Comment A-4.

**A-11:** The comment from Chang Consultants is an introductory statement to rest of the letter and claims that the Project "has a potential for significant impacts due to unusual circumstances." But the comment letter does not specifically identify either any potentially "significant impacts" or the "unusual circumstances" that would cause those impacts. In addition, as discussed in the response to Comment A-2, the "unusual circumstance" exception does not apply to the statutory exemption from CEQA applicable to the Project.

**A-12:** The comment claims that, by digitizing the Site Plan map, Chang calculated that the "minimum area of the DMA 2 to 5 tree wells is 393 (each), 565, 493, and 304 square feet, respectively" and that these areas are less than the minimum areas required by the County's 2019 BMP Design Manual. The County has verified that each tree well meets the minimum size requirement. Calculations done using the more-accurate AutoCAD system show that the total footprint of tree wells 1 and 2, which share a common soil-amendment area, exceeds 900 square feet. This area is greater than the County-required 790-square-foot area for the two tree wells. Similarly, tree well 3 is 617 square feet in size, which exceeds the 570-square-foot area required under County rules, and tree well 4 is 507 square feet in size, which exceeds the 500-square-foot area required under County rules. Because all the tree wells have adequate soil areas and volumes to meet County requirements, no changes are required.

The comment also claims that tree well 5 does not meet the required separation from the driveway and that the other tree wells are not adequately separated from adjacent improvements. The construction drawings for Final Engineering during the Grading Permit process will show that tree well 5 will be installed one-foot further south to ensure a 10-foot separation between the tree and the edge of the driveway, which meets the tree-separation requirement specified on page E-31 of the BMP Design Manual. A deepened-concrete edge will also be added to the construction drawings for tree well 5 and will be constructed on the driveway along the tree well to prevent spreading of the root system. Similarly, deepened curbs or concrete edges have been included in all areas where trees are planted in the vicinity of paved surface improvements to eliminate the potential for root migration and geotechnical instability. No further changes are required.

**A-13:** The comment claims that the Project has failed to minimize the Project's impervious surfaces. The Project has been designed to minimize impervious surfaces where applicable and feasible using the County's guidelines, while still allowing for the proposed use of the site. The Project does not require any extraneous impervious areas as the proposed walkways, driveways, and parking areas provide the minimum areas

necessary for the proposed use. Pervious pavement drive areas are not feasible for use on a gas station site because fuel trucks and vehicles require load bearing surfaces that can be maintained which is easier to achieve and maintain with impervious surfaces and materials. No changes are required.

**A-14:** The comment states that “required rooftop site design BMPs such as dispersion, green roofs, or rain barrels” have not been implemented. Dispersion, green roofs, and rain barrels are not required by the County’s BMP Design Manual. Rather, they are optional methods for achieving retention credits, which the Project does not need due to the use of tree-well retention areas. No changes are needed.

As to the comment regarding source-control BMPs, the Stormwater Quality Management Plan that was prepared and provided for County review was a complete but conceptual-level report. Further detail may be added during the final stage of permitting. Even so, the source-control BMPs that were included in the existing design include, but are not limited to, the following:

- The trash area is fully covered, hydrologically isolated and enclosed per BMP SC-6A.
- All runoff from the building roof area is directed away from hardscape to an earthen swale for conveyance to tree wells or pervious landscape areas.
- The fueling area is hydrologically isolated and has an impermeable PCC floor per the County’s BMP Design Manual.
- The fueling canopy meets the requirements of BMPs SC-D, SC-E and SC-F as identified on the plan.
- All storm drain inlets will be labeled with the requiring stenciling (BMP SC-H).
- A note has been added to the drawings indicating that fire sprinkler test discharge and air conditioning drain lines shall be drained to pervious areas.

No changes are required.

**A-15:** The County does not agree with the statement that the common DMA boundaries between DMA 1 and DMA 5 do not align. The County has confirmed that these boundaries align. The project will be required to go through Final Engineering during the Grading Permit and Building Permit process which commonly includes minor updates to drainage studies and stormwater quality management plans in order to ensure that any potential stormwater or drainage impacts are precisely addressed.

**A-16:** To address the commenter’s concern that a portion of storm runoff in DMA 5 will flow onto North Centre City Parkway, the Construction Drawings for Final Engineering will include a new slot drain to intercept all flow from DMA-5 and to direct the water to tree well 5 prior to those flows reaching North Centre City Parkway.

Response to Comments  
PDS2017-STP-17-028

**A-17:** This comment generally summarizes the comments made in the letter and addressed in responses to Comments A-12 to A-16 above. No further response is needed.



The Law Office of  
Julie M. Hamilton

January 17, 2020

Sean Oberbauer  
Land Use & Environmental Planner  
County of San Diego  
5510 Overland Avenue, Suite 110  
San Diego, CA 92123

VIA EMAIL

**RE: KA Shell Gas Station and Convenience Store, PDS2017-STP-028, PDS2017-BC-17-0069, PDS2017-ER-17-08-008.**

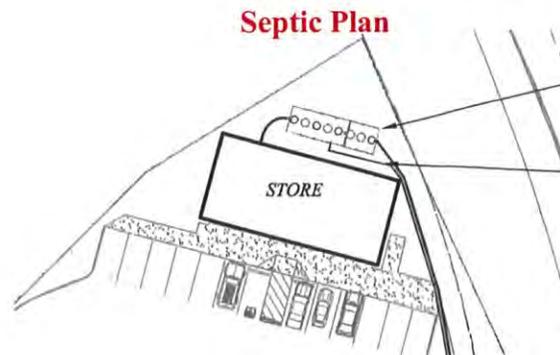
Dear Mr. Oberbauer:

I represent Mesa Rock, LLC; a business owner in the vicinity of the KA Shell Station and Convenience Store proposed at the southwest corner of Deer Springs Road and North Centre City Parkway. As an initial matter, you and I have had numerous contacts wherein I was assured I would be provided notice of any opportunity for public input. I did not receive the public disclosure notice published on December 12, 2019. The published notice available on the County website is deficient in that it does not sufficiently describe the project location and no location map is attached.

The proposed gas station/convenience store does not qualify for an exemption under section 15183 of the CEQA guidelines because there is substantial evidence the project will cause environmental impacts. The applicant is proposing a gas station with 16 pumps and a 3,500 square foot convenience store on a 1.61-acre project site. The project site is not served by sanitary sewer and will rely on a septic system and leach field; an unusual circumstance for a retail development of this size. In conversations with septic service professionals, I have been told the proposed septic system has proven ineffective for retail uses. In addition, the site plan and landscape plan show the convenience store extending over the septic tank; whereas the approved septic layout shows a much smaller convenience store footprint with the septic tank outside that footprint.

Allowing construction over the septic tank prohibits the maintenance necessary to keep the system effective. A failed septic system will contaminate the soil, this contamination could end up in surface and groundwater causing significant environmental impacts.

Sean Oberbauer  
 January 17, 2020  
 Page 2



The proposed project is also in the unique position of being in proximity to the Newland Sierra Project proposing 2,135 homes and 81,000 square feet of retail space. This project has been approved by the Board of Supervisors and currently going before the voters on a referendum. The traffic impact analysis failed to consider the Newland Sierra project in future conditions. Rather, the traffic impact analysis relied on a traffic increase of 5%, whereas Newland Sierra predicted a traffic increase of 24%. Per Urban Systems Associates, Inc. “[w]ith such a significant change in traffic, the interchange area may not have been adequately evaluated in the Darnell Study and significant undisclosed impacts could occur in the area of the interchange.” (See Attachment 1.) In addition, some elements of the traffic impact analysis are out of date. The CALTRANS freeway volumes are from 2015, opening day of the project is defined as 2018 and it is now 2020.

The project also has the potential for significant drainage impacts. The project relies on a biofiltration basin and tree wells to address pollutant control and flow control requirements. The tree wells intended to be used to meet water quality requirements are not large enough to support the trees required for adequate filtration. Tree well 5 does not meet the minimum separation from the adjacent driveway. For all five tree wells, the separation from adjacent improvements is limited. This can ultimately create issues with associated root intrusion and the potential for geotechnical instability. The SQWMP states that impervious surfaces have been minimized. However, except for the leach field, almost the entire site is paved with minimal areas for perimeter landscaping and BMPs. (See Attachment 2.)

Finally, the landscape plan relies on California live oaks for perimeter trees and in the biofiltration tree wells. California live oaks are an inappropriate tree for these tree wells. The tree wells serve as biofilters for surface runoff. California live oaks do not fare well with a constant source of water and suffer from root rot in this circumstance.

It is clear from a review of the supporting documents and plans this site is not suitable for the proposed gas station and convenience store. The site cannot accommodate the proposed development and required septic system without significant risk of environmental impacts due to a failed septic system. It is not clear from the materials provided how the convenience store and septic tank will be accommodated. The traffic impact analysis relied on outdated materials and failed to consider traffic from the Newland Sierra project. The drainage study relies on inadequate tree wells to control water quality and runoff and the proposed California live oaks

Sean Oberbauer  
January 17, 2020  
Page 3

are not appropriate for these tree wells.

This project does not qualify for the common-sense exemption of CEQA Guidelines section 15183 because the project may cause significant environmental impacts. Please include me as an interested party and notify me of the County of San Diego's final decision on whether to find the project exempt from CEQA. Thank you for your time and consideration of these issues, I look forward to your final decision on this exemption. I remain available if you have any questions or would like additional information.

Regards,

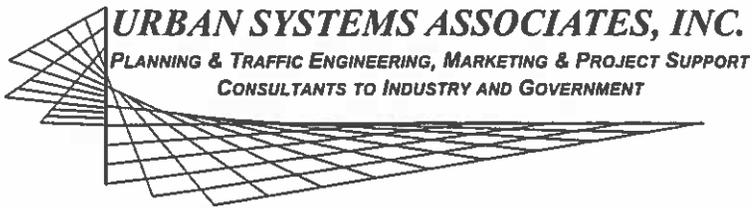
A handwritten signature in blue ink that reads "Julie M. Hamilton". The signature is written in a cursive style with a large initial "J".

Julie M. Hamilton  
Attorney for Mesa Rock, LLC

Attachments:

- Letter from Urban Systems Associates, Inc.
- Letter from Chang Consultants

**ATTACHMENT 1**



January 17, 2020

Julie Hamilton

Phone: (619) 278-0701

E-Mail:

julie@jmhamiltonlaw.com

Law Offices of Julie M. Hamilton  
501 West Broadway, Suite 800  
San Diego, CA 92101

RE: Mountain Meadow Gas Station

Dear Julie,

As requested we have reviewed the traffic study last revised October 15, 2019, prepared for K A Enterprises Mega Mart by Darnell and Associates. We find that the traffic analysis generally followed the County-suggested procedures. However, we also found that there are significant omissions from the study. A-9

In addition some elements of the report were out of date. For example, CALTRANS freeway volumes are from 2015 (5 years old), opening day for the project is defined as 2018 and it is now 2020, and the project is not approved for construction. More specifically, the study did not even acknowledge the preparation of traffic studies prepared for the nearby Newland Sierra project or additional studies for road circulation alternatives for Deer Springs Road which could change traffic volumes in the area up to 24%. With such a significant change in traffic, the interchange area may have not been adequately evaluated in the Darnell Study and significant undisclosed impacts could occur in the area of the interchange.

In the Darnell traffic study, they assumed a generic 5% traffic growth when evaluating the future opening day condition. No "Other Projects" in the area were either discussed or considered. A 5% traffic increase may not be adequate when the Newland Sierra Parkway Feasibility Study published in June of 2017 states (page 3, paragraph 3) "...the hypothetical network of two roads would create a 24% increase in future traffic volumes 'induced demand' when compared...". By failing to review and discuss the Feasibility Study and the Sierra project traffic study which was published in May 2017, the Darnell traffic study 5% traffic growth assumption could be significantly in error. A-10

The omission of a review, consideration and discussion of these additional traffic studies in the immediate vicinity of the proposed gas station project may have resulted in an inadequate study and environmental determination. We would recommend that the Darnell traffic study be amended to incorporate the review and study of both Sierra Project traffic studies and any "Other Projects" in the area so that they Opening Day traffic evaluation is adequate. The Opening Day timeframe should also be updated to 2020 or 2021 depending on how long approval and construction may take. In addition, other projects in the area should be identified and traffic from those projects should be incorporated into the updated analysis and report.

Please let us know if you have any questions or you need any additional information from us regarding this matter.

Sincerely,



Andrew P. Schlaefli  
RCE 15964 RTE 930  
Cell: (619) 990-3854





**URBAN SYSTEMS ASSOCIATES, INC.**  
**PLANNING & TRAFFIC ENGINEERING**

## Andrew P. Schlaefli

**CEO**



### **EDUCATION AND LICENSES**

Master of Science Civil Engineering  
 University of California 1972  
 Bachelor of Science Civil Engineering  
 University of Illinois 1963  
 Professional Program Urban Transportation  
 Carnegie Mellon University 1972  
 Registered Civil Engineer & Land Surveyor  
 California RCE #15964, 1965  
 Registered Traffic Engineer  
 California RTE #930, 1977  
 Civil Engineer Technical Registration  
 Arizona #15706, 1983  
 IMSA Level II Signal Technician—Field

### **EXPERIENCE**

Urban Systems Associates Inc.  
 President  
 Construction Industry Federation  
 Legislative Representative  
 City of San Diego, Planning  
 Supervising Planner/Deputy Director  
 City of San Diego  
 Urban Systems Division Superintendent  
 City of San Diego  
 Senior Transportation Engineer  
 County of Orange  
 County Traffic Engineer

### **SPECIAL SKILLS**

Specific Plans (Transportation)  
 General Plans (Transportation)  
 Government Relations  
 Environmental Impact Assessment  
 (Transportation)  
 Development Agreements  
 Civil and Traffic Engineering & Design  
 Municipal Planning Processes

### **PROFESSIONAL AFFILIATIONS**

Former Chairman Urban Planning Group  
 American Society of Civil Engineers  
 Member & Former Chairman  
 Institute of Transportation Engineers  
 Founding Member  
 Circulate San Diego  
 Member National Academy of Sciences,  
 Transportation Research Board  
 Member National American Public Transit  
 Association  
 Automated Guideway Transit Task Force  
 U.S.D.O.T.  
 Former President Highway Development Assoc.

### **Responsibilities/ Qualifications**

Mr. Schlaefli is the Principal Traffic and Civil Engineer of Urban Systems. He is the Engineer of charge for all technical documents and designs/plans. His combination of expertise and training in both the public and private sectors provides him with experience in a broad range of transportation planning and engineering. As the Principal Project Director and CEO of Urban Systems he brings to the firm over fifty-five years of engineering & planning experience in all phases of project planning, development & management and is thoroughly knowledgeable in all aspects of Civil & Traffic Engineering. Clients include major developers, public agencies, civil engineers, environmental firms, architects, and attorneys, the Associated General Contractors, the Building Industry Association and legislative and policy committees. He has been responsible in various capacities for seeking and promoting funding for major highway and transit projects, getting jurisdictional approvals and sustaining project eligibility for future construction.

Prior to joining Urban Systems Mr. Schlaefli was Legislative Representative for the Construction Industry Federation, a contract he brought to Urban Systems. He also managed the City of San Diego Overall Residential Growth Management Program, the City's Transportation Planning Program, supervised legislative and economic analysis for all major citywide planning programs, prepared capital improvement programs for all public facilities, including preliminary design costs, priority and implementation. He has qualified as an expert witness in transportation engineering for the State Board of Engineer Registration, the City of San Diego, Orange County and private developers. Mr. Schlaefli has presented technical papers for Urban Institute and has been a guest speaker and panel member on transportation issues on numerous occasions.

## FIRM PROFILE

Traffic Impact & Parking Studies  
 Development and Site Plan Review  
 Traffic Calming  
 Intersection Analyses-LOS  
 Monitoring  
 Pedestrian/ Bicycle Access and  
 Safety  
 Complete Streets  
 On-Street and Off-Street Parking  
 Feasibility Studies  
 Government Agency, Review and  
 Coordination  
 Traffic Safety Systems  
 Roadway Improvements  
 Traffic Signal Timing and  
 Coordination  
 Transportation Demand  
 Management  
 (TDM)  
 Intelligent Transportation Systems  
 (ITS)  
 Communication Systems  
 Traffic Modeling & Traffic Simulation  
 Design Criteria, Schematic Design  
 and Alternatives  
 Plan, Specifications and Estimate  
 Preparation

Urban Systems Associates, Inc. (USAI), founded in 1980, has 37 years of experience in Transportation Planning, Traffic Engineering, Intelligent Transportation Systems (ITS) and Civil Engineering in the Southern California Region. Our firm is a State of California certified Microbusiness with our primary office in the City of San Diego. USAI possesses the highest level of expertise and provides a qualified project team to undertake a diverse range of projects, with balanced solutions focused on community and client needs. We serve a full-range of clients including municipalities, transportation agencies, private developers, other consulting firms and attorneys. Our firm offers more than one hundred combined years of traffic engineering, transportation planning, systems analysis, and operations experience in all phases of project planning, development and management. Urban Systems primary service categories include traffic engineering design, transportation planning, traffic operations, corridor studies, intelligent transportation systems (ITS), traffic safety and multimodal studies.

For the last 37 years, Urban Systems has provided traffic engineering and transportation planning from an overall transportation systems perspective incorporating complete streets principals into our designs. Urban Systems maintains a diverse public and private sector client base ranging from state and local agencies and private development to community organizations and institutions. USAI also provides signal systems modeling, CAD support and consulting services, utilizing the latest software and equipment. Additionally, the firm is highly experienced in providing quality presentations to all levels of decision makers from City Council to neighborhood community workshop groups.

## HIGHLIGHTED PROJECT

### — CITY OF San Diego

**Mission Bay Traffic Impact Analysis (TIA), Corridor Communication Plan and Adaptive Signal Installation:**

In collaboration with the City of San Diego and JPI, LLC. USAI was retained by JPI to determine potential transportation impacts and appropriate mitigation measures for the development of the Jefferson Pacific Beach mixed-use project at the former Guy Hill Cadillac site in Pacific Beach (project). USAI staff developed a complete corridor communications plan through six (6) intersections. USAI completed signal modification plans, traffic control plans, adaptive program construction cost estimating budget, and install of the communications and ITS modifications.



**URBAN SYSTEMS ASSOCIATES, INC.**  
**PLANNING & TRAFFIC ENGINEERING**

# Justin P. Schlaefli

**President**

## **EDUCATION AND LICENSES**

Bachelor of Science, Civil Engineering  
 San Diego State University 2005  
 Master of Civil Engineering  
 Norwich University 2007  
 Registered Civil Engineer  
 California RCE# 74670, 2009  
 Registered Traffic Engineer  
 California RTE# 2564, 2010  
 Professional Traffic Operations Engineer  
 IMSA Level II Signal Technician—Field

## **EXPERIENCE**

Urban Systems Associates Inc.-  
 Engineering Technician, Project Manager,  
 Senior Project Manager  
 University of California, San Diego  
 Guest Lecturer  
 National Academy of Sciences,  
 Transportation Research Board

## **PROJECT EXPERIENCE**

Solana 101 City of Solana Beach  
 Lusk Boulevard Adaptive System (Design/Build)  
 Main Street Corridor Signal Improvement and  
 Synchronization Program (Design/Build)  
 City of Hesperia  
 Riverwalk Master Plan  
 Camino Del Rio Mixed-Use  
 As-Needed ITS Services  
 City of Hesperia  
 Baseline Road Operations Evaluation  
 ViaSat Pedestrian Signal  
 Rancho Santa Fe Roundabout Evaluation—RSF  
 Homeowners Association  
 Citywide Engineering & Traffic Survey  
 City of Coachella

## **SPECIAL SKILLS**

Environmental Impact Assessment (Transportation)  
 Civil & Traffic Engineering  
 Project Management  
 Business Management  
 Access Evaluation  
 Parking Evaluation  
 Traffic Simulation/Forecasting  
 Roundabout Analysis  
 Geographic Information System (GIS)  
 Traffic Operations  
 ITS/Adaptive Traffic Control Systems

## **PROFESSIONAL AFFILIATIONS**

Former Second Vice President, San Diego  
 Highway Development Association  
 Member National Academy of Sciences,  
 Transportation Research Board  
 Member, Institute of Transportation Engineers  
 Chi Epsilon  
 Founding Member, Circulate San Diego  
 Building Industry Association  
 San Diego State University, Alumni Board of  
 Advisors  
 San Diego State University, Faculty



## **Responsibilities/ Qualifications**

Mr. Schlaefli is President of Urban Systems Associates. He is responsible for managing projects on a day-to-day basis as well as interfacing with other project team members and decision makers/ government staff. He has over fifteen years of experience specializing in Transportation Planning, Construction, Traffic Engineering and Traffic Operations. He has experience working on both public sector projects as well as private sector development. His experience ranges from conducting traffic studies to specialized access analysis, parking studies, trip generation studies, traffic micro-simulation, signal operations, traffic control and design/selection of ITS solutions. In addition, Mr. Schlaefli has served as a subject matter expert in court, for the State of California and for vendors in the transportation industry. As a Founding Member of Circulate San Diego, Mr. Schlaefli feels that planning for all modes of transportation will be the foundation of our future society.

Mr. Schlaefli's unique experience includes creating Urban Systems' industry-leading Signal Lab. This Lab is designed to test and integrate the latest technology and is intended to assist Urban Systems in solving some of the most complex traffic operations challenges. In addition to creating the Signal Lab, Mr. Schlaefli has field experience leading design/build teams. This diverse and wide-ranging experience in the office, the field and the lab keeps Urban Systems at the forefront of the transportation industry.

**ATTACHMENT 2**

January 14, 2020

Julie Hamilton  
Attorney at Law  
2835 Camino Del Rio South, Suite 300  
San Diego, CA 92108

**Subject: Mountain Meadows Gas Station**

Dear Julie,

I have reviewed the August 13, 2019, *Stormwater Quality Management Plan* and *Mountain Meadows Gas Station Drainage Study* by Omega-Engineering Consultants. The project is located at 26746 Mountain Meadows Road in the county of San Diego and proposes to redevelop a patio furniture business with a retail fueling station. The project proposes a biofiltration basin and tree wells to address pollutant control and flow control requirements. I have determined that the project has a potential for significant impacts due to unusual circumstances. This opinion is based on the following comments (the supporting documentation is attached):

- The project is divided into nine drainage management areas (DMA). Storm runoff from DMAs 2, 3, 4, and 5 intend to meet water quality requirements by installing tree wells that are sized in accordance with the County of San Diego's January 1, 2019, *BMP Design Manual*. Each tree well must be capable of ultimately supporting a selected mature tree canopy diameter. The SWQMP indicates that DMA 2 will include two tree wells each supporting a 25-foot mature tree canopy, DMA 3 will include one tree well supporting a 30-foot mature tree canopy, DMA 4 will include one tree well supporting a 28-foot mature tree canopy, and DMA 5 will include one tree well supporting a 22-foot mature tree canopy. The soil depth of each tree well was selected to be 30 inches. The County requires a minimum soil volume of 2 cubic feet per square feet of mature tree canopy projection area. Based on this and a 30 inch depth, I calculated the minimum area of the DMA 2 to 5 tree wells is 393 (each), 565, 493, and 304 square feet, respectively. The DMA/BMP Map provides similar areas; however, digitizing the map reveals that tree wells 2, 3, and 4 do not meet the area requirement. In addition, tree well 5 does not meet the minimum separation to the adjacent driveway. For all five tree wells, the separation from adjacent improvements is limited, which can ultimately create issues associated with root intrusion. Geotechnical instability can occur due to the close proximity of the non-structural tree well soil media to improvements.
- The SWQMP states that impervious surfaces have been minimized. However, nearly the entire fueling station development is impervious. Pervious materials are only proposed in the BMPs and perimeter landscaping. This does not demonstrate an attempt at minimizing impervious surfaces.

A-11

A-12

A-13

- Required rooftop site design BMPs such as dispersion, green roofs, or rain barrels are not implemented as required by the SWQMP. A-14
- Source control BMPs are not identified. These are included at the request of County staff. Given the potential severity of water quality impacts associated with fueling stations, source control BMPs should be identified and implemented. A-15
- The common DMA boundaries between DMA 1 and DMA 5 do not align. A-16
- The storm runoff from DMA 5 is not entirely directed to its tree well. A portion of the storm runoff will flow onto North Center City Parkway. A-17

In summary, the project design includes unusual circumstances related to BMP implementation for a development project. The impervious area is not being minimized in the development. A result is that an adequate footprint is not provided for one of the primary pollutant and flow control BMPs, i.e., the tree wells. Several of the tree well areas are smaller than the required footprint. Minor separation is proposed between the tree well planters and adjacent structural improvements including the underground fuel storage, which can lead to future structural and water quality issues. The proposed mature tree canopies with up to a 30-foot diameter can adversely encroach towards the convenience store, drive areas, and underground fuel storage footprint. Site design and source control BMPs are not defined. As a result of these issues, the project has a potential for significant impacts. A-17

Sincerely,



Wayne W. Chang, M.S., P.E.

Enclosures



## WAYNE W. CHANG

**Education:** BS/1986/Civil Engineering/University of California, Berkeley  
MS/1988/Civil Engineering/Massachusetts Institute of Technology

**Registration:** 1991/Professional Civil Engineer/California #46548  
1998/Professional Civil Engineer/Arizona #32416

**Qualifications:** Mr. Chang specializes in water resources and has extensive experience in hydrology, hydraulics, and sedimentation as well as the National Pollutant Discharge Elimination System (NPDES) regulations and requirements. His experience includes the design and analysis of storm drain systems, storm water quality best management practices, floodplains, floodways, channel improvements, channel protection, drop structures, check dams, levees, culverts, bridges as well as detention, retention, and desiltation basins. He is very familiar with the Hydrologic Engineering Center's HEC-1, HEC-HMS, HEC-2, and HEC-RAS models. He is also very familiar with the Water Surface Pressure Gradient (WSPG), FLUVIAL-12, and Finite Element Surface Water Modeling System (FESWMS) models.

He has processed projects through many local agencies, the Federal Emergency Management Agency, the US Army Corps of Engineers, the US Fish & Wildlife Service, the US Environmental Protection Agency, the California Division of Safety of Dams, the State Lands Commission, the California Coastal Commission, and the Regional Water Quality Control Board.

He has published water resources journal articles, presented conference papers and workshops, provided expert witness testimony, taught both undergraduate and graduate-level courses, taught a water resources review course for the Professional Engineer exam, is a past Vice-Chairman of the Floodplain Management Association, and is on the editorial board of the *Journal of Floodplain Management*.

The following lists some of Mr. Chang's projects and are representative of his expertise:

### **San Dieguito River Restoration; Del Mar, California**

*Southern California Edison*

Prepared two-dimensional hydraulic modeling of the San Dieguito River using FESWMS. A finite-element grid was developed based on topographic mapping of the 100-year floodplain. A FESWMS analysis was then performed to determine the ineffective flow areas and a 2-D representation of the flow velocities, flow patterns, and water surface elevations.

### **Pala Borrow Site; San Diego, California**

*H.G. Fenton Company*

Prepared hydraulic and sedimentation analyses of an in-stream sand mining pit on the San Luis Rey River. HEC-2 analyses were performed for both the 100-year and probable maximum precipitation storm events. The HEC-2 analyses were also used to design a riprap-lined dike to

protect the pit from the active river flow. The FLUVIAL-12 analyses were performed to ensure that the dike design would minimize negative impacts from aggradation and degradation in the adjacent river reaches. In particular, the project was required to minimize channel bed degradation over a downstream aqueduct crossing and encourage channel bed aggradation within an upstream property. The project was processed through the County of San Diego for a Major Use Permit, and the US Army Corps of Engineers and US Fish & Wildlife Service for a Clean Water Act Section 404 Permit.

### **Birch Restoration Plan; San Diego, California**

*Future Mountain Development Trust*

Prepared sedimentation analyses to develop a physical restoration plan for an in-stream sand mining pit on the San Luis Rey River. The FLUVIAL-12 analyses were used to determine the historic and post-mining sedimentation impacts within the 100-year floodplain. In addition, a restoration plan was developed to allow the site to naturally restore to historic conditions. The restoration plan was processed through the US Environmental Protection Agency.

### **La Costa Golf Course Bridges; La Costa, California**

*La Costa Resort and Spa*

Prepared hydraulic and sedimentation analyses to design four bridge crossings within the La Costa Golf Course. A HEC-2 analysis was performed to design bridges that would minimize impacts on the existing 100-year water surface elevations and a FLUVIAL-12 analysis was used to predict the general and contraction scour at the bridges. The local scour calculations were performed to determine the abutment scour at the bridges.

### **Bonita Road Bridge; San Diego, California**

*County of San Diego*

Prepared hydraulic analyses to design a replacement bridge for the Bonita Road crossing of the Sweetwater River. The HEC-2 analyses were performed to establish the bridge span, bridge height, and pier spacing. The bridge design was required to prevent adverse floodplain impacts on adjacent properties during a 100-year storm event. The abutment and pier scour calculations were performed to design protection for the bridge abutments and to determine the pier embedment depths. The bridge design was processed through both the County of San Diego and Caltrans. Consequently, all of the analyses were performed in English and metric units.

### **Loma Alta Creek; Oceanside, California**

*City of Oceanside*

Prepared hydrologic and hydraulic analyses of Loma Alta Creek within the city of Oceanside. The HEC-1 analyses were used to determine the 10-, 50-, 100-, and 500-year flow rates within the creek, and to design six in-stream detention basins. The HEC-2 analyses were used to design a flood control channel, a bridge crossing, and a culvert crossing. These improvements minimized the 100-year inundation in an existing mobile home park and commercial areas. A Conditional Letter of Map Revision (CLOMR) was prepared for the revised floodplain and floodway. The project was coordinated with the North County Transit District, San Diego Gas & Electric, the California Department of Fish and Game, the US Fish & Wildlife Service, and the US Army Corps of Engineers.

## **Rancho Carlsbad Mobile Home Park; Carlsbad, California**

### *City of Carlsbad*

Prepared hydrologic and hydraulic analyses to design drainage improvements to minimize the 100-year inundation within the existing mobile home park. The Aqua Hedionda and Calavera Creek are located within the mobile home park, and do not have capacity for the 100-year storm event. Four detention basins were designed for the project, which included two flow-through and two flow-by basins. In addition, channel improvements were designed for both creeks. Additionally, a Conditional Letter of Map Revision (CLOMR) was processed through the City of Carlsbad and the Federal Emergency Management Agency.

## **Vista Master Drainage Plan and Map Revisions; Vista, California**

### *City of Vista*

Prepared hydrologic and hydraulic analyses of three major watercourses, Agua Hedionda Creek, Buena Creek, and Buena Vista Creek, within the city of Vista. The analyses were used to delineate the 100-year floodplain and floodway throughout each creek. This required modeling of all the existing bridges, culverts, drop structures, and channel improvements in each creek. In addition, the analyses were used to design a proposed detention basin and channel improvements in Buena Vista Creek. Both Conditional Letter of Map Revisions (CLOMR) and Letter of Map Revisions (LOMR) were prepared and processed through the City of Vista and the Federal Emergency Management Agency based on the analyses. Also involved in preparing a Master Drainage Plan for the entire city, the Master Drainage Plan identified the major drainage systems throughout the city, 100-year flow rates, system deficiencies, and system upgrade/replacement costs. In addition, a Geographic Information System (GIS), based on ArcInfo and ArcView, was developed for the Master Drainage Plan.

## **Ocean Beach and Sunset Cliffs Master Drainage Plans; San Diego, California**

### *City of San Diego*

Prepared Master Drainage Plans for the Ocean Beach and Sunset Cliffs communities using a Geographic Information System (GIS). An AutoCAD drawing was created containing base information such as the drainage basin boundaries, flow paths, routing information, node numbers, and node elevations. The GIS “polygon processing” using ArcInfo was performed on the AutoCAD file, a digital soil coverage file, and a digital land use file to automate basin area, flow length, and runoff coefficient calculations. The polygon processing was much more efficient and accurate than traditional methods of determining these variables. Using a GIS, the final Master Drainage Plan could be queried using ArcView. In addition, a cost-benefit analysis for the required drainage improvements was prepared and several presentations to the Ocean Beach Town Council were given.

## **Rancho Carrillo; Carlsbad, California**

### *Continental Homes*

Prepared hydrologic, hydraulic, and sedimentation analyses for this 1,200-lot residential subdivision. The HEC-1 analyses were performed to design three large flow-through detention basins. One basin was classified as a dam by the Division of Safety of Dams (DSOD) and had to be designed for the 25,000-year storm event. The remaining two basins had to be processed through DSOD to obtain certification that they were not classified as dams. The HEC-2 analyses were performed to delineate the 100-year floodplain and to design bank protection and drop

structures within Carrillo Creek, which bisected the site. A FLUVIAL-12 analysis was performed to design scour protection for a pedestrian bridge crossing of Carrillo Creek. In addition, a Notice of Intent and several Storm Water Pollution Prevention Plans were prepared for the development.

## **4S Ranch Neighborhood 2, Unit 1; San Diego, California**

### *4S Ranch Kelwood General Partnership*

Prepared hydrologic and hydraulic analyses to design storm drain improvements for this 230-lot residential subdivision, which included curb inlet and pipe sizing. He also designed two bio-retention basins that were used to treat the initial site runoff, which were sized according to the San Diego Municipal Storm Water Permit's numeric sizing criteria. Two junction structures were designed that directed the initial runoff to the bio-retention basins, while allowing larger flows to continue within the storm drain system. In addition, a Notice of Intent and Storm Water Pollution Prevention Plan were prepared for the development.

## **Buie Murrieta; Murrieta, California**

### *Buie Communities*

Prepared hydrologic and hydraulic analyses for this residential subdivision. The Riverside County Flood Control and Water Conservation District's synthetic hydrograph procedures were used to design three water quality basins and HEC-RAS was used to design a wetlands area with three gabion check dams. He coordinated closely with the Regional Water Quality Control Board to obtain a Clean Water Act Section 401 Permit for the project.



Summary Sheet for Self-retaining DMAs with Tree Wells (complete one sheet per DMA)

<b>DMA #: 2</b>		<b>DMA Area (ft<sup>2</sup>): 5,219</b>	
<b>Required Retention Volume (RRV)</b>			
<b>a. Design Capture Volume (DCV; ft<sup>3</sup>): 197</b>			
<b>b. DCV Multiplier (Fact Sheet SD-A)</b>			
Applicable Structural Performance Standards (select one)	<b>Tree well soil depth (inches)</b>	Underlying soil type (A, B, C, or D)	DCV Multiplier
<input type="checkbox"/> Pollutant control only	Any	All	1.0
<input checked="" type="checkbox"/> Pollutant control plus hydromodification	<b>30</b>	D	2.90
<b>c. Required Retention Volume (ft<sup>3</sup>) [ DCV * DCV Multiplier]</b>			<b>571</b>
<b>Tree Well Credit Volume (add records or copy this sheet as needed for additional tree wells)</b>			
Provide the information below for each tree well or group of tree wells within the DMA. A single entry can be used for any group of tree wells of the same species and soil depth.			
<b>Tree species or name</b>	SELECT. FROM SD-A TREE PALETT TABLE	<b>No. tree wells</b>	<b>2</b>
<b>Mature Canopy Diameter (ft)</b>	<b>25</b>	<b>Credit Volume per tree well (ft<sup>3</sup>)</b>	290
<b>Tree well ID #(s)</b>	TREE-1 & 2	<b>Combined Volume (ft<sup>3</sup>)</b>	<b>580</b>
<b>Tree species or name</b>		<b>No. tree wells</b>	
<b>Mature Canopy Diameter (ft)</b>		<b>Credit Volume per tree well (ft<sup>3</sup>)</b>	
<b>Tree well ID #(s)</b>		<b>Combined Volume (ft<sup>3</sup>)</b>	
<b>Tree species or name</b>		<b>No. tree wells</b>	
<b>Mature Canopy Diameter (ft)</b>		<b>Credit Volume per tree well (ft<sup>3</sup>)</b>	
<b>Tree well ID #(s)</b>		<b>Combined Volume (ft<sup>3</sup>)</b>	
<b>Tree species or name</b>		<b>No. tree wells</b>	
<b>Mature Canopy Diameter (ft)</b>		<b>Credit Volume per tree well (ft<sup>3</sup>)</b>	
<b>Tree well ID #(s)</b>		<b>Combined Volume (ft<sup>3</sup>)</b>	
<b>Total Credit Volume (ft<sup>3</sup>)</b>			<b>580</b>
Add the combined volumes above. Total credit volume must equal or exceed the RRV.			

<b>DMA #: 3</b>		<b>DMA Area (ft<sup>2</sup>): 3,372</b>	
<b>Required Retention D (RRV)</b>			
<b>a. Design Capture Volume (DCV; ft<sup>3</sup>): 134</b>			
<b>b. DCV Multiplier (Fact Sheet SD-A)</b>			
Applicable Structural Performance Standards (select one)	<b>Tree well soil depth (inches)</b>	Underlying soil type (A, B, C, or D)	DCV Multiplier
<input type="checkbox"/> Pollutant control only	Any	All	1.0
<input checked="" type="checkbox"/> Pollutant control plus hydromodification	<b>30</b>	D	2.90
<b>c. Required Retention Volume (ft<sup>3</sup>) [ DCV * DCV Multiplier]</b>			<b>386</b>
<b>Tree Well Credit Volume (add records or copy this sheet as needed for additional tree wells)</b>			
Provide the information below for each tree well or group of tree wells within the DMA. A single entry can be used for any group of tree wells of the same species and soil depth.			
<b>Tree species or name</b>	FROM SD-A TREE PALETT TABLE	<b>No. tree wells</b>	<b>1</b>
<b>Mature Canopy Diameter (ft)</b>	<b>30</b>	<b>Credit Volume per tree well (ft<sup>3</sup>)</b>	420
<b>Tree well ID #(s)</b>	TREE-3	<b>Combined Volume (ft<sup>3</sup>)</b>	<b>420</b>
<b>Tree species or name</b>		<b>No. tree wells</b>	
<b>Mature Canopy Diameter (ft)</b>		<b>Credit Volume per tree well (ft<sup>3</sup>)</b>	
<b>Tree well ID #(s)</b>		<b>Combined Volume (ft<sup>3</sup>)</b>	
<b>Tree species or name</b>		<b>No. tree wells</b>	
<b>Mature Canopy Diameter (ft)</b>		<b>Credit Volume per tree well (ft<sup>3</sup>)</b>	
<b>Tree well ID #(s)</b>		<b>Combined Volume (ft<sup>3</sup>)</b>	
<b>Tree species or name</b>		<b>No. tree wells</b>	
<b>Mature Canopy Diameter (ft)</b>		<b>Credit Volume per tree well (ft<sup>3</sup>)</b>	
<b>Tree well ID #(s)</b>		<b>Combined Volume (ft<sup>3</sup>)</b>	
<b>Total Credit Volume (ft<sup>3</sup>)</b>			<b>420</b>
Add the combined volumes above. Total credit volume must equal or exceed the RRV.			

<b>DMA #: 4</b>		<b>DMA Area (ft<sup>2</sup>): 3,063</b>	
<b>Required Retention Volume (RRV)</b>			
<b>a. Design Capture Volume (DCV; ft<sup>3</sup>): 124</b>			
<b>b. DCV Multiplier (Fact Sheet SD-A):</b>			
Applicable Structural Performance Standards (select one)	<b>Tree well soil depth (inches)</b>	Underlying soil type (A, B, C, or D)	DCV Multiplier
<input type="checkbox"/> Pollutant control only	Any	All	1.0
<input checked="" type="checkbox"/> Pollutant control plus hydromodification	<b>30</b>	D	2.90
<b>c. Required Retention Volume (ft<sup>3</sup>) [ DCV * DCV Multiplier]</b>			<b>360</b>
<b>Tree Well Credit Volume (add records or copy this sheet as needed for additional tree wells)</b>			
Provide the information below for each tree well or group of tree wells within the DMA. A single entry can be used for any group of tree wells of the same species and soil depth.			
<b>Tree species or name</b>	FROM SD-A TREE PALETT TABLE	<b>No. tree wells</b>	<b>1</b>
<b>Mature Canopy Diameter (ft)</b>	<b>28</b>	<b>Credit Volume per tree well (ft<sup>3</sup>)</b>	368
<b>Tree well ID #(s)</b>	TREE-4	<b>Combined Volume (ft<sup>3</sup>)</b>	<b>368</b>
<b>Tree species or name</b>		<b>No. tree wells</b>	
<b>Mature Canopy Diameter (ft)</b>		<b>Credit Volume per tree well (ft<sup>3</sup>)</b>	
<b>Tree well ID #(s)</b>		<b>Combined Volume (ft<sup>3</sup>)</b>	
<b>Tree species or name</b>		<b>No. tree wells</b>	
<b>Mature Canopy Diameter (ft)</b>		<b>Credit Volume per tree well (ft<sup>3</sup>)</b>	
<b>Tree well ID #(s)</b>		<b>Combined Volume (ft<sup>3</sup>)</b>	
<b>Tree species or name</b>		<b>No. tree wells</b>	
<b>Mature Canopy Diameter (ft)</b>		<b>Credit Volume per tree well (ft<sup>3</sup>)</b>	
<b>Tree well ID #(s)</b>		<b>Combined Volume (ft<sup>3</sup>)</b>	
<b>Total Credit Volume (ft<sup>3</sup>)</b>			<b>368</b>
Add the combined volumes above. Total credit volume must equal or exceed the RRV.			

<b>DMA #: 5</b>		<b>DMA Area (ft<sup>2</sup>): 1,657</b>	
<b>Required Retention Volume (RRV)</b>			
<b>a. Design Capture Volume (DCV; ft<sup>3</sup>): 70</b>			
<b>b. DCV Multiplier (Fact Sheet SD-A)</b>			
Applicable Structural Performance Standards (select one)	<b>Tree well soil depth (inches)</b>	Underlying soil type (A, B, C, or D)	DCV Multiplier
<input type="checkbox"/> Pollutant control only	Any	All	1.0
<input checked="" type="checkbox"/> Pollutant control plus hydromodification	<b>30</b>	D	2.90
<b>c. Required Retention Volume (ft<sup>3</sup>) [ DCV * DCV Multiplier]</b>			<b>203</b>
<b>Tree Well Credit Volume (add records or copy this sheet as needed for additional tree wells)</b>			
Provide the information below for each tree well or group of tree wells within the DMA. A single entry can be used for any group of tree wells of the same species and soil depth.			
<b>Tree species or name</b>	FROM SD-A TREE PALETT TABLE	<b>No. tree wells</b>	<b>1</b>
<b>Mature Canopy Diameter (ft)</b>	<b>22</b>	<b>Credit Volume per tree well (ft<sup>3</sup>)</b>	224
<b>Tree well ID #(s)</b>	TREE-5	<b>Combined Volume (ft<sup>3</sup>)</b>	224
<b>Tree species or name</b>		<b>No. tree wells</b>	
<b>Mature Canopy Diameter (ft)</b>		<b>Credit Volume per tree well (ft<sup>3</sup>)</b>	
<b>Tree well ID #(s)</b>		<b>Combined Volume (ft<sup>3</sup>)</b>	
<b>Tree species or name</b>		<b>No. tree wells</b>	
<b>Mature Canopy Diameter (ft)</b>		<b>Credit Volume per tree well (ft<sup>3</sup>)</b>	
<b>Tree well ID #(s)</b>		<b>Combined Volume (ft<sup>3</sup>)</b>	
<b>Tree species or name</b>		<b>No. tree wells</b>	
<b>Mature Canopy Diameter (ft)</b>		<b>Credit Volume per tree well (ft<sup>3</sup>)</b>	
<b>Tree well ID #(s)</b>		<b>Combined Volume (ft<sup>3</sup>)</b>	
<b>Total Credit Volume (ft<sup>3</sup>)</b>			<b>224</b>
Add the combined volumes above. Total credit volume must equal or exceed the RRV.			

## E.7 SD-A Tree Wells



*Tree Wells (Source: County of San Diego LID Manual – EOA, Inc.)*

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**MS4 Permit Category**

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Site Design  
Retention

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**Manual Category**

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Site Design  
Infiltration

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**Applicable Performance Standard**

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Site Design  
Pollutant Control  
Flow Control

---

**Primary Benefits**

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Volume Reduction

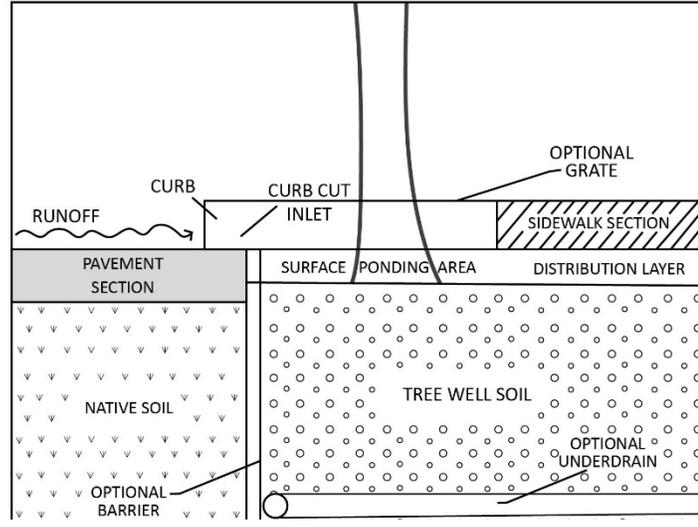
**Description**

Trees planted to intercept rainfall and runoff as described in this fact sheet may be used as storm water management measures to provide runoff reduction of the DCV per Appendix B.1.4. Additional benefits associated with tree wells, include energy conservation, air quality improvement, and aesthetic enhancement. In addition to the requirements provided in this fact sheet, tree wells located in the County Right-of-Way shall follow requirements in Appendix K of this manual. Deviations from the outlined criteria may be approved at the discretion of County staff. Typical storm water management benefits associated with trees include:

- **Interception of rainfall** – tree surfaces (roots, foliage, bark, and branches) intercept, evaporate, store, or convey precipitation to the soil before it reaches surrounding impervious surfaces
- **Reduced erosion** – trees protect denuded area by intercepting or reducing the velocity of rain drops as they fall through the tree canopy
- **Increased infiltration** – soil conditions created by roots and fallen leaves promote infiltration
- **Treatment of storm water** – trees provide treatment through uptake of nutrients and other storm water pollutants (phytoremediation) and support of other biological processes that break down pollutants

Typical tree well system components include:

- Trees of the appropriate species for site conditions and constraints. Refer to the Plant List in this fact sheet.
- Available soil media reservoir volume based on mature tree size, soil type, water availability, surrounding land uses, and project goals
- Optional suspended pavement design to provide structural support for adjacent pavement without requiring compaction of underlying layers
- Optional root barrier devices as needed; a root barrier is a device installed in the ground, between a tree and the sidewalk, intended to guide roots down and away from the sidewalk in order to prevent sidewalk lifting from tree roots.
- Optional tree grates; to be considered to maximize available space for pedestrian circulation and to protect tree roots from compaction related to pedestrian circulation; tree grates are typically made up of porous material that will allow the runoff to soak through.
- Optional shallow surface depression for ponding of excess runoff
- Optional planter box drain



Schematic of Tree Well

### **Design Adaptations for Project Goals**

**Site design BMP to provide incidental treatment.** Tree wells primarily function as site design BMPs for incidental treatment.

**Pollutant Control BMP to provide treatment.** Project proponents are allowed to design trees to reduce the volume of stormwater runoff that requires treatment, (the Design Capture Volume [DCV]), or completely fulfill the pollutant control BMP requirements by retaining the entire DCV. Benefits from tree wells are accounted for by using the volume reduction values in Table B.1-3 presented in Appendix B. This credit can apply to other trees that are used for landscaping purposes that meet the same criteria. Project proponents are required to provide calculations supporting the amount of credit claimed from implementing trees within the project footprint.

**Flow Control BMP to meet hydromodification requirements.** Project proponents are also allowed to design tree wells as a flow control BMP. Benefits from tree wells are accounted for by using the

DCV multipliers listed below. Project proponents are required to provide calculations showing that the entire DCV including the DCV multiplier is retained.

**Design Criteria and Considerations**

Tree Wells, whether designed as Site Design BMPs, as Stormwater Pollutant Control BMP, or as a Flow Control BMP must meet the following design criteria and considerations, and if placed in the right-of-way must be consistent with the County of San Diego Green Streets Design Criteria and Green Streets Standard Drawings in Appendix K. Deviations from the below criteria may be approved at the discretion of the County staff if it is determined to be appropriate:

<i>Siting and Design</i>	<i>Intent/Rationale</i>
<input type="checkbox"/> <b>Tree species</b> is appropriately chosen for the development (private or public). For public rights-of-ways, local planning guidelines and zoning provisions for the permissible species and placement of trees are consulted. A list of trees appropriate for site design that can be used by all county municipalities are provided in this fact sheet.	Proper tree placement and species selection minimizes problems such as pavement damage by surface roots and poor growth.
<input type="checkbox"/> <b>Tree well placement:</b> ensure area is graded; and the well is located so that full amount of DCV reduction drains to the well.	Minimizes short-circuiting of run off and assures DCV reductions are retained onsite.

<i>Siting and Design</i>	<i>Intent/Rationale</i>													
<p><b>Location of trees planted along public streets</b> follows guidance on green infrastructure (Appendix K). Vehicle and pedestrian line of sight and clear recovery zones are considered in tree selection and placement.</p>	<p>Roadway safety for both vehicular and pedestrian traffic is a key consideration for placement along public streets.</p>													
<p>Unless exemption is granted by County staff the following minimum tree separation distance is followed</p> <table border="1" data-bbox="295 625 857 1234"> <thead> <tr> <th data-bbox="295 625 682 756">Improvement</th> <th data-bbox="682 625 857 756">Minimum distance to tree well</th> </tr> </thead> <tbody> <tr> <td data-bbox="295 756 682 808">Traffic Signal, Stop sign</td> <td data-bbox="682 756 857 808">20 feet</td> </tr> <tr> <td data-bbox="295 808 682 903">Underground Utility lines (except sewer)</td> <td data-bbox="682 808 857 903">5 feet</td> </tr> <tr> <td data-bbox="295 903 682 955">Sewer Lines</td> <td data-bbox="682 903 857 955">10 feet</td> </tr> <tr> <td data-bbox="295 955 682 1087">Above ground utility structures (Transformers, Hydrants, Utility poles, etc.)</td> <td data-bbox="682 955 857 1087">10 feet</td> </tr> <tr> <td data-bbox="295 1087 682 1140">Driveways</td> <td data-bbox="682 1087 857 1140">10 feet</td> </tr> <tr> <td data-bbox="295 1140 682 1234">Intersections (intersecting curb lines of two streets)</td> <td data-bbox="682 1140 857 1234">25 feet</td> </tr> </tbody> </table>		Improvement	Minimum distance to tree well	Traffic Signal, Stop sign	20 feet	Underground Utility lines (except sewer)	5 feet	Sewer Lines	10 feet	Above ground utility structures (Transformers, Hydrants, Utility poles, etc.)	10 feet	Driveways	10 feet	Intersections (intersecting curb lines of two streets)
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Above ground utility structures (Transformers, Hydrants, Utility poles, etc.)	10 feet													
Driveways	10 feet													
Intersections (intersecting curb lines of two streets)	25 feet													
<p><b>Underground utilities and overhead wires</b> are considered in the design and avoided or circumvented. Underground utilities are routed around or through the planter in suspended pavement applications. All underground utilities are protected from water and root penetration.</p>	<p>Tree growth can damage utilities and overhead wires resulting in service interruptions. Protecting utilities routed through the planter prevents damage and service interruptions. Refer to Section 6.6 of the Green Streets Design Criteria in Appendix K for guidelines regarding utility placement and potential conflict with BMP facilities.</p>													
<p>Suspended pavement was used for confined Tree Well soil volume. Suspended pavement design was developed where appropriate to minimize soil compaction and improve infiltration and filtration capabilities.</p>	<p>Suspended pavement designs as shown in Page 7 of the Green Streets Guidelines in Appendix K provide structural support without compaction of the underlying layers, thereby promoting tree growth.</p>													

<i>Siting and Design</i>	<i>Intent/Rationale</i>
<p>Suspended pavement was constructed with an approved structural cell.</p>	<p>Recommended structural cells include poured in place concrete columns, Silva Cells manufactured by Deeprout Green Infrastructures and Stratacell and Stratavault systems manufactured by Citygreen Systems.</p>
<p><input type="checkbox"/> A minimum soil volume of 2 cubic feet per square foot of mature tree canopy projection area is provided for each tree. Canopy projection area is the ground area beneath the mature tree, measured at the drip line. Soil volume must be within 1.5 times the mature tree canopy radius. Soil depth shall be a minimum of 30 inches deep, preferably 36 inches deep. When placing tree well next to curb use Structural Soil as outlined in the section below titled “Confined Tree Well Soil Volume” and use Specifications in Appendix K Use Amended Soil per Fact Sheet SD-F in all other cases.</p>	<p>The minimum soil volume ensures that there is adequate storage volume to allow for unrestricted evapotranspiration and infiltration.</p>
<p><input type="checkbox"/> To claim credit for existing trees, the root structure of existing tree shall be protected and additional soil volumes provided to meet the above requirements.</p> <p><input type="checkbox"/> A berm or well must be constructed around the perimeter of the soil volume to be credited and an inlet structure must be of the appropriate size to allow runoff to enter the well.</p> <p>Considerations should be made to prevent root and water intrusion damage to surrounding infrastructure.</p>	<p>The minimum soil volume ensures that there is adequate storage volume to allow for unrestricted storage, evapotranspiration, and infiltration.</p>
<p><input type="checkbox"/> DCV from the tributary area draining to the tree is equal to or greater than the tree credit volume</p>	<p>The minimum tributary area ensures that the tree receives enough runoff to fully utilize the infiltration and evapotranspiration potential provided. In cases where the minimum tributary area is not provided, the tree credit volume</p>

<i>Siting and Design</i>	<i>Intent/Rationale</i>
	must be reduced proportionately to the actual tributary area.
<p>Inlet opening to the tree that is at least 18 inches wide.</p>	Design requirement to ensure that the runoff from the tributary area does not bypass the BMP.
<p><input type="checkbox"/> A minimum 2 inch drop in grade from the inlet to the finish grade of the tree.</p>	Different inlet openings and drops in grade may be allowed at the discretion of County staff if calculations are shown that the diversion flow rate (Appendix B.) from the tributary area can be conveyed to the tree. In cases where the inlet capacity is limiting the amount of runoff draining to the tree, the tree credit volume must be reduced proportionately.
<p>Grated inlets are allowed for pedestrian circulation. Grates need to be ADA compliant and have sufficient slip resistance.</p>	

***Conceptual Design and Sizing Approach for Site Design***

Determine the areas where tree wells can be used in the site design to achieve incidental treatment. Tree wells reduce runoff volumes from the site. Refer to Appendix B.2. Document the proposed tree locations in the SWQMP.

***Conceptual Design and Sizing Approach for Pollutant Control***

When trees are proposed as a storm water pollutant control BMP, the project proponent must submit detailed calculations for the DCV treated by trees. Document the proposed tree locations on the BMP Plan & DMA Map, and provide sizing calculations in the SWQMP Attachment following the steps in Appendix B.

***Conceptual Design and Sizing Approach for Flow Control***

When trees are proposed as a flow control BMP, the project proponent must submit detailed calculations for the Required Retention Volume (RRV) treated by trees. Document the proposed tree locations on the BMP Plan & DMA Map, and provide sizing calculations in the SWQMP Attachment. Tree Wells that are designed to meet flow control requirements are designated as SSD BMPs.

1. **Determine how much volume you need.** The Required Retention Volume (RRV) is the volume of rainfall that must be retained by the tree wells in the DMA to meet flow control requirements. It is calculated by multiplying the DCV by a DCV multiplier.

- a. Determine the DCV. See Appendix B.
- b. Determine the DCV Multiplier. The DCV Multiplier is based on two factors: (1) The tree well soil depth and, (2) The Hydrologic Soil Group. Once you know both values, determine the DCV Multiplier using this table:
- c. Calculate the Required Retention Volume (DCV x DCV Multiplier). Calculate the RRV by multiplying the DCV by the DCV Multiplier. This is the volume of runoff that must be offset by the Tree Well Credit Volume. Repeat this process for each DMA.

Minimum Tree Well Soil Depth (inches)	Hydrologic Soil Group				DCV Multiplier
	A	B	C	D (Default)	
30"	1.60	2.20	2.50	2.90	
36"	1.80	2.47	2.83	3.17	
42"	2.00	2.73	3.17	3.43	
48"	2.20	3.00	3.50	3.70	

DCV Multiplier Table

**Tree Well Soil Depth** is the vertical distance from the top to the bottom of the soil layer in the tree well. **Hydrologic Soil Group** describes the native soil surrounding the tree well. Soil type affects how well water can infiltrate into the area surrounding the tree well. Group A soils provide the most infiltration and Group D the least. If your soil type is unknown, you can assume Group D. But this will result in larger DCV Multipliers, and in turn increase the size or number of tree wells needed.

Alternative Proposals: You can also propose RRV values or use methods and assumptions different than those described here. Proposals must be based on SWMM modeling or other methods acceptable to the County.

2. **Determine how much volume you have.** The Tree Well Credit Volume is the volume of runoff retention in cubic feet per tree (ft<sup>3</sup>/tree) to be provided by each tree well (or group) in the DMA. Together retain a volume that is equal to or greater than the RRV for the DMA.

The volume credited for each tree well is based on the mature canopy diameter of the tree species selected. Any species listed below can be used in a tree well so long as it meets all other applicable restrictions and requirements for the project area. Native and drought tolerant species are required where feasible.

	Botanical Name	Common Name	Mature Height (ft)	Mature Canopy Diameter (ft)	Credit Volume per Tree (ft <sup>3</sup> )
1	<i>Ceanothus 'Ray Hartman'</i>	California Mountain Lillac	30	10	40
2	<i>Pittosporum Phillyraeoides</i>	Willow Pittosporum	25	15	100
3	<i>Salix Lasiolepis</i>	Arroyo Willow	25		
4	<i>Arbutus Unedo</i>	Strawberry Tree	30		
5	<i>Prunus Ilicifolia</i>	Hollyleaf Cherry	30	20	180
6	<i>Prunus Lynoii</i>	Catalina Cherry	40		
7	<i>Cercis Occidentalis</i>	Western Redbud	25	25	290
8	<i>Heteromeles Arbutifolia</i>	Toyon, Christmas Berry	25		
9	<i>Alnus Rhombifolia</i>	White Elder	75		
10	<i>Arbutus 'Marina'</i>	Hybrid Strawberry Tree	35		
11	<i>Chilopsis Linearis</i>	Desert Willow	30		
12	<i>Lyonothamnus Floribundus</i>	Catalina Ironwood	50		
13	<i>Magnolia Grandiflora</i>	Southern Magnolia	40		
14	<i>Pinus Torreyana</i>	Torrey Pines	80	30	420
15	<i>Platanus Racemosa</i>	California sycamore	60		
16	<i>Quercus Agrifolia</i>	Coast Live Oak	70		
17	<i>Quercus Engelmannii</i>	Engelmann Oak	50		
18	<i>Quercus Suber</i>	Cork Oak	40		
19	<i>Sambucus Mexicana</i>	Blue Elderberry	30		

### Tree Palette Table

Below are sources for Tree Palette Mature Height and Mature Canopy Diameter:

- A. Water Efficient Landscape Design Manual, County of San Diego, 2016
- B. Sustainable Landscapes Guidelines, San Diego County Water Authority, 2015
- C. Low Impact Development Handbook, County of San Diego, 2014
- D. Low Impact Development Design Manual, City of San Diego, 2011
- E. Street Tree Selection Guide, City of San Diego, 2013
- F. Environmentally Friendly Garden Plant List, City of San Diego, 2004
- G. BMP Design Manual, County of San Diego, 2016
- H. California Native Plant Society. 2017

**Alternative Species.** Tree species other than those listed are allowable, but must be approved by the County. If you know the mature canopy diameter of the species you want to propose, use the values in the table to determine its credit volume. Note that even if you select a species with a canopy diameter greater than **30 feet**, the maximum credit any tree can generate is **420 ft<sup>3</sup>**.

3. **Determine if you have enough volume.** Compare your total Tree Well Credit Volume from Step 2 to the RRV you calculated in Step 1. Once your Credit Volume is equal to or greater than your RRV, this requirement is satisfied. If your Credit Volume is initially too low, adjust your design either to (1) increase it with more or bigger trees, or (2) decrease the RRV through DCV reductions.

Tree wells will normally be placed at the **discharge point** of the DMA, either individually or in groups. If some of them will retain runoff from different areas in the DMA, RRV and DCV calculations must be specific to each subarea.

If an **underdrain** is proposed for the Tree Well, the sizing factors shown in the DCV Multiplier Table cannot be used, and instead continuous simulation modeling should be performed. This would allow to obtain credit for soil volume underneath the underdrain.

### ***Tree Planting Design in New or Reconstructed Streetscapes***

1. Maximized open soil area for tree planting is the most cost effective method of achieving the required soil volume.
2. Tree wells within sidewalks shall have a minimum open area of four feet wide by six feet long. Larger areas may be required to accommodate large root balls.
3. Tree well soil characteristics shall meet the requirements of SD-F Amended Soil.

### ***Structural Requirements for Confined Tree Well Soil Volume***

In order to provide adequate soil volume for tree wells, soils may be placed confined beneath adjacent paved surfaces. Acceptable soil systems capable of carrying D-50 loading include structural soils, structural slabs, and structural cells:

1. Structural soil systems include CU-StructuralSoil™, Stalite Structural Soil, or equivalent.
2. Suspended pavements that allow uncompacted growing soil beneath the sidewalk include; structural slabs that span between structural supports, structural cells, and other commercially available structural systems. See Page 7 of the Green Streets Guidelines in Appendix K for illustrations. Manufacturer details and certification must be provided for commercial systems. Structural calculations and details must be provided for structural slab installations. Structural cells are commercially-available structural systems placed subsurface that support the sidewalk and are filled with amended soil (SD-F). Manufacturer details and certification must be provided for commercial systems.

### ***Stormwater Retention and Treatment Volume***

Tree wells with expanded soil volume will serve as a method of capturing and retaining the required volume of stormwater in accordance with County requirements in Appendix B of this manual. These facilities can be designed to meet the County requirements when surface ponding volume is provided, whether designed as an enclosed plant bed with covered soil volume, or a continuous open area (either mulched or with turf) with soil volume under the adjacent sidewalk.

### ***Maintenance Overview***

**Normal Expected Maintenance.** Tree health shall be maintained as part of normal landscape maintenance. Additionally, ensure that storm water runoff can be conveyed into the tree well as designed. That is, the opening that allows storm water runoff to flow into the tree well (e.g., a curb opening, tree grate, or surface depression) shall not be blocked, filled, re-graded, or otherwise changed in a manner that prevents storm water from draining into the tree well. A summary table of standard inspection and maintenance indicators is provided within this Fact Sheet.

**Non-Standard Maintenance or BMP Failure.** Trees wells are site design BMPs that normally do not require maintenance actions beyond routine landscape maintenance. The normal expected maintenance described above ensures the BMP functionality. If changes have been made to the tree well entrance / opening such that runoff is prevented from draining into the tree well (e.g., a curb inlet opening is blocked by debris or a grate is clogged causing runoff to flow around instead of into the tree well, or a surface depression has been filled so runoff flows away from the tree well), the BMP is not performing as intended to protect downstream waterways from pollution and/or erosion. Corrective maintenance will be required to restore drainage into the tree well as designed.

Surface ponding of runoff directed into tree wells is expected to infiltrate/evapotranspire within 24-96 hours following a storm event. Surface ponding longer than approximately 24 hours following a storm event may be detrimental to vegetation health, and surface ponding longer than approximately 96 hours following a storm event poses a risk of vector (mosquito) breeding. Poor drainage can result from clogging or compaction of the soils surrounding the tree. Loosen or replace the soils to restore drainage.

**Other Special Considerations.** Site design BMPs, such as tree wells, installed within a new development or redevelopment project are components of an overall storm water management strategy for the project. The presence of site design BMPs within a project is usually a factor in the determination of the amount of runoff to be managed with structural BMPs (i.e., the amount of runoff expected to reach downstream retention or biofiltration basins that process storm water runoff from the project as a whole). When site design BMPs are not maintained or are removed, this can lead to clogging or failure of downstream structural BMPs due to greater delivery of runoff and pollutants than intended for the structural BMP. Therefore, the County Engineer may require confirmation of maintenance of site design BMPs as part of their structural BMP maintenance documentation requirements. Site design BMPs that have been installed as part of the project should not be removed, nor should they be bypassed by re-routing roof drains or re-grading surfaces within the project. If changes are necessary, consult the County Engineer to determine requirements.