



THE CITY OF SAN DIEGO

## NEGATIVE DECLARATION

Project No. 469903  
SCH No. N/A

SUBJECT: **Balboa Express Car Wash SDP**

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

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

IV. DOCUMENTATION: The attached Initial Study documents the reasons to support the above Determination.

V. MITIGATION, MONITORING AND REPORTING PROGRAM: **NONE REQUIRED**

VI. PUBLIC REVIEW DISTRIBUTION:

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

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

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

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

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

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

#### OTHER ORGANIZATIONS AND INTERESTED PARTIES

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

#### VII. RESULTS OF PUBLIC REVIEW:

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

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

  
MARK BRUNETTE  
SENIOR PLANNER  
Development Services Department

November 3, 2016

Date of Draft Report

DECEMBER 13, 2016  
Date of Final Report

Analyst: CHRIS TRACY, AICP, ASSOCIATE PLANNER

Attachments: Figure 1 – Location Map

Figure 2 – Site Plan

Initial Study Checklist



## Location Map

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

**FIGURE**  
**No. 1**





## INITIAL STUDY CHECKLIST

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

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

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

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

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

List OR None required.

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

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

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

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

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

**DETERMINATION:** (To be completed by Lead Agency)

On the basis of this initial evaluation:

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



## EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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The proposed project is not under a Williamson Act Contract nor is any surrounding land under a Williamson Act Contract. No impacts would result due to implementation of the proposed project.

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

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Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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No land within the Clairemont Mesa community is designated as forest land or timberland. Therefore, the project would not conflict with existing zoning for forest land. No impacts would result.

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

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

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

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

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

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

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

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



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

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

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

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

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

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

#### IV. BIOLOGICAL RESOURCES – Would the project:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

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

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

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

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

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

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Please See Response IV(a). The proposed project would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means, as it lacks these resources. Any impacts would be less than significant.

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

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

- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

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

- f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

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

#### V. CULTURAL RESOURCES – Would the project:

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

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

#### Archaeological Resources

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

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

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

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

With extensive prior disturbance of the site, it was determined in communications with AB 52 Tribal Representatives that this project would not create a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5. Any impacts would be less than significant and no mitigation would be required.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

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

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) Disturb and human remains, including those interred outside of dedicated cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

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

### VI. GEOLOGY AND SOILS – Would the project:

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:   |                          |                          |                                     |                          |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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



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

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

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

iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The existing and surrounding site is level in nature, and as such, the proposed project would not expose people or structures to the risk of loss, injury, or death involving landslides. No impacts would occur.

b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Construction activities such as excavation and grading may have the potential to cause soil erosion or loss of topsoil. Short-term erosion effects during the construction phase of the project would be prevented through required implementation of a Storm Water Pollution and the Soil Management Plan. The SWPPP would include standard construction methods such as temporary detention basins to control on-site and off-site erosion. With implementation of an approved SWPPP, impacts

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

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

See response VI(a)(ii) and (iv). Impacts would be less than significant.

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

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

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

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

#### VII. GREENHOUSE GAS EMISSIONS – Would the project:

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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In December 2015, the City adopted a Climate Action Plan (CAP) that outlines the actions that City will undertake to achieve its proportional share of State greenhouse gas (GHG) emission reductions. The purpose of the Climate Action Plan Consistency Checklist (Checklist) is to, in conjunction with the CAP, provide a streamlined review process for proposed new development projects that are subject to discretionary review and trigger environmental review pursuant to the California Environmental Quality Act (CEQA).

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

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

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

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

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

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

#### VIII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:

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

#### Site History

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

[http://geotracker.waterboards.ca.gov/profile\\_report.asp?global\\_id=T10000001567](http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000001567)

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

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

Further within this letter, it noted:

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

The consultant proposed natural attenuation because:



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

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

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

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

### Construction

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

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

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

### Operations

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

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Please see response VII(a). The approved Soil Management Plan will reduce the below a level of significance through the implementation of soil screening and sampling protocols, soil stockpiling protocols, dust and vapor controls, decontainment procedures, laboratory analysis of soil samples, and soil loading and disposal protocols. The approved Health and Safety Plan will reduce the below a level of significance through the implementation monitoring protocols, site safety controls, emergency planning practices and through proactive public notification of site activities. All in all, with correct implementation of these project design measures, any impacts will be reduced to a level below significance.

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

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

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

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Please see response VII(a) and (b). With correct implementation of these project design measures, any impacts will be reduced to a level below significance.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two mile of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The closest public airport is Montgomery Field, located approximately 3 miles east of the project site. The project site is located within the Airport Influence Area for Montgomery Field and also for MCAS Miramar, but is not within the Airport Noise 60-65 Decibel Zone. Construction of the proposed car wash facility would not introduce any new features that would create a flight hazards. The proposed development would not result in safety hazards for people residing or working in the project area. Impacts would not occur.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The proposed project is not located within the vicinity of a private airstrip, as the surrounding land uses are largely commercial development and some multi-family in the vicinity. Therefore, the proposed project would not result in safety hazards for people residing or working in the project area, and no impacts would occur.

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

The proposed project would not alter an emergency response or evacuation plan. Emergency access the site will be provided from driveway entrances off of Balboa Avenue and at Mt. Abernathy Avenue, which was reviewed and approved by the Fire Department. As such, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project site is located within a developed urbanized commercial area. There are no wildland areas or other areas prone to wildfire within the vicinity of the project site. Therefore, the project would not expose people or structures to wildland fires. No impacts would not occur, and no mitigation measures are required.

IX. HYDROLOGY AND WATER QUALITY - Would the project:

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

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

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

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

Identification the storm drain system using stenciling or signage

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

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

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

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

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

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Utilization of any additional BMPs determined to be necessary by the Copermittee to minimize pollutant generation at each project site

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

Maintain natural drainage pathways and hydrologic features

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

Conservation natural areas, soils and vegetation

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

Minimization of impervious area

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

Dispersion of impervious areas

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

Collection of runoff

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

Landscape with native or drought tolerant species

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

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

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

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

- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?

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

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

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Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?

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

- e) Create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

☐
☐
☒
☐

See response IX(a). As proposed that project will not create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant with incorporated project design features and no mitigation is required.

- f) Otherwise substantially degrade water quality?

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

- g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

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The project is not proposing housing within a 100-year flood hazard area; therefore, no impacts would occur.

- h) Place within a 100-year flood hazard area, structures that would impede or redirect flood flows?

☐
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☐
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The project is not proposing structures within a 100-year flood hazard area; therefore, no impacts would occur.

X. LAND USE AND PLANNING – Would the project:

- a) Physically divide an established community?

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☐
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The proposed project is located within a developed urbanized area adjacent to an existing retail

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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center. As designed, the project would not physically divide an established community. No impacts would result.

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

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

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The proposed project would not conflict with any applicable habitat conservation plan or natural community conservation plan. No impacts would result.

#### XI. MINERAL RESOURCES – Would the project?

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

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

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

Please See Response XI(a). No impacts would occur.



Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. NOISE – Would the project result in:				
a) Generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Construction

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

### Operational

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

### Traffic

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

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

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

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

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

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

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

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) For a project located within an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport would the project expose people residing or working in the area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

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

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

The proposed project is not located within the vicinity of a private airstrip; therefore, no impacts from this issue area are expected to occur.

### XIII. POPULATION AND HOUSING – Would the project:

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

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

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

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

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

See Response XIII(b). No impacts would occur.

#### XIV. PUBLIC SERVICES

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

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

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

- |                       |                          |                          |                                     |                          |
|-----------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| ii) Police Protection | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|-----------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|

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

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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iii) Schools

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The project does not propose housing nor would it alter such facilities. Furthermore, the project would not induce growth that could increase the demand for schools in the area. No impacts would result.

v) Parks

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

vi) Other public facilities

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The project site is located in an urbanized and developed area where City services are already available. Construction of the project would not require the construction of new, or expansion of, existing governmental facilities. No impacts would result.

#### XV. RECREATION

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

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

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

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See response to XIV(a) above. The project does not propose recreation facilities, nor does it require the construction or expansion of any such facilities. No impacts would result.

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

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

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

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

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

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

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

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

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

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

The proposed project would be subject to City review and approval for consistency with all design requirements at the building permit phase to ensure that no impediments to emergency access would occur. Therefore, impacts would be less than significant and no mitigation measures are required.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Adequate emergency access would be provided during both short-term construction and long-term operations of the proposed project. Emergency access to the site will be provided from driveway entrances off of Balboa Avenue, at Mt. Abernathy Avenue and through internal circulation. As such, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant.

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

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

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

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

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

No tribal cultural resources as defined by Public Resources Code section 21074 have been identified on the project site. Furthermore, the project site was not determined to be eligible for listing on either the State or local register of historical resources.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

No significant resources pursuant to subdivision (c) of Public Resources Code Section 5024.1 have been identified on the project site.

XVIII. UTILITIES AND SERVICE SYSTEMS – Would the project:

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

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

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

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

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

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

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

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

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



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

- 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?

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

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

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

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

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Construction practices would comply with local, state, and federal regulations regarding the handling of building materials to ensure that waste minimization requirements are met. The project shall strive for a goal of 50 percent waste reduction for construction and demolition debris, consistent with the requirements of Chapter 6, Article 6, Division 6 of the Municipal Code and City policies regarding waste reduction, recycling, and product procurement.

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

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

XIX. MANDATORY FINDINGS OF SIGNIFICANCE –

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

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

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

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

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

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

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

## INITIAL STUDY CHECKLIST

### REFERENCES

#### I. Aesthetics / Neighborhood Character

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

#### II. Agricultural Resources & Forest Resources

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

#### III. Air Quality

- ☐ California Clean Air Act Guidelines (Indirect Source Control Programs) 1990
- ☒ Regional Air Quality Strategies (RAQS) - APCD
- ☐ Site Specific Report:

#### IV. Biology

- ☒ City of San Diego, Multiple Species Conservation Program (MSCP), Subarea Plan, 1997
- ☐ City of San Diego, MSCP, "Vegetation Communities with Sensitive Species and Vernal Pools" Maps, 1996
- ☒ City of San Diego, MSCP, "Multiple Habitat Planning Area" maps, 1997
- ☐ Community Plan - Resource Element
- ☐ California Department of Fish and Game, California Natural Diversity Database, "State and Federally-listed Endangered, Threatened, and Rare Plants of California," January 2001
- ☐ California Department of Fish & Game, California Natural Diversity Database, "State and Federally-listed Endangered and Threatened Animals of California," January 2001
- ☐ City of San Diego Land Development Code Biology Guidelines

\_\_\_ Site Specific Report:

**V. Cultural Resources (includes Historical Resources)**

X City of San Diego Historical Resources Guidelines

X City of San Diego Archaeology Library

\_\_\_ Historical Resources Board List

\_\_\_ Community Historical Survey:

\_\_\_ Site Specific Report:

**VI. Geology/Soils**

X City of San Diego Seismic Safety Study

\_\_\_ U.S. Department of Agriculture Soil Survey - San Diego Area, California, Part I and II, December 1973 and Part III, 1975

X Site Specific Report: Preliminary Soil and Foundation Engineering Evaluation Report, Proposed Commercial Building (Carwash), 6066 Balboa Avenue, San Diego, California, September 24, 2015.

X Site Specific Report: Soil Management Plan, Balboa Express Car Wash Project, 6066 Balboa Avenue, San Diego, California (APN 361-261-18-00) Volunteer Assistance Program (VAP), Frey Environmental, June 22, 2016.

**VII. Greenhouse Gas Emissions**

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

**VIII. Hazards and Hazardous Materials**

X San Diego County Hazardous Materials Environmental Assessment Listing

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

\_\_\_ San Diego County Hazardous Materials Management Division

\_\_\_ FAA Determination

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

- ☐ Airport Land Use Compatibility Plan
- ☒ Site Specific Report: County of San Diego, Department of Environmental Health, Volunteer Assistant Program – DEH Case DEH2016LSAM000379, (Soil Management Plan) & (Community Health and Safety Plan) Response Letter for Approval, Balboa Express Car Wash, 6066 Balboa Avenue, San Diego, CA 92111, July 13, 2016.
- ☒ Site Specific Report: Soil Management Plan, Balboa Express Car Wash Project, 6066 Balboa Avenue, San Diego, California (APN 361-261-18-00) Volunteer Assistance Program (VAP), Frey Environmental, June 22, 2016.
- ☒ Site Specific Report: Community Health and Safety Plan, Balboa Express Car Wash Project, 6066 Balboa Avenue, San Diego, California (APN 361-261-18-00) Volunteer Assistance Program (VAP), Frey Environmental, June 22, 2016.
- ☒ Site Specific Report: County of San Diego, Department of Environmental Health, Site Investigation and Corrective Action – Unauthorized Release H12820-002, Letter clearing the site investigation and corrective actions, Exxon-Mobil Station 18-F95, 6066 Balboa Avenue, San Diego, CA 92111, March 19, 2014.

#### **IX. Hydrology/Water Quality**

- ☐ Flood Insurance Rate Map (FIRM)
- ☒ Federal Emergency Management Agency (FEMA), National Flood Insurance Program-Flood Boundary and Floodway Map
- ☐ Clean Water Act Section 303(b) list, [http://www.swrcb.ca.gov/tmdl/303d\\_lists.html](http://www.swrcb.ca.gov/tmdl/303d_lists.html)
- ☒ Southern California Public Radio, August Monthly Water Use by the City Of San Diego <http://projects.scpr.org/applications/monthly-water-use/city-of-san-diego/>
- ☒ Site Specific Report: Water Quality Study BMP Report, Standard Development Project, Balboa Express Car Wash – 6066 Balboa Avenue, Toal Engineering, Inc., June 22, 2016.
- ☒ Site Specific Report: Water Usage Information, Balboa Express, New Wave Industries, October 27, 2016.

#### **X. Land Use and Planning**

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

\_\_\_ FAA Determination

\_\_\_ Other Plans:

## **XI. Mineral Resources**

X City of San Diego General Plan

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

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

\_\_\_ Site Specific Report:

## **XII. Noise**

X City of San Diego General Plan

\_\_\_ Community Plan

\_\_\_ San Diego International Airport - Lindbergh Field CNEL Maps

\_\_\_ Brown Field Airport Master Plan CNEL Maps

\_\_\_ Montgomery Field CNEL Maps

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

\_\_\_ San Diego Metropolitan Area Average Weekday Traffic Volume Maps, SANDAG

X Site Specific Report: Balboa Express Carwash Noise Review, City of San Diego, CA – Memorandum #1, MD Acoustics, October 17, 2016.

## **XIII. Paleontological Resources**

X City of San Diego Paleontological Guidelines

X Deméré, Thomas A., and Stephen L. Walsh, "Paleontological Resources City of San Diego," Department of Paleontology San Diego Natural History Museum, 1996

X Kennedy, Michael P., and Gary L. Peterson, "Geology of the San Diego Metropolitan Area, California. Del Mar, La Jolla, Point Loma, La Mesa, Poway, and SW 1/4 Escondido 7 1/2

Minute Quadrangles," California Division of Mines and Geology Bulletin 200, Sacramento, 1975

\_\_\_ Kennedy, Michael P., and Siang S. Tan, "Geology of National City, Imperial Beach and Otay Mesa Quadrangles, Southern San Diego Metropolitan Area, California," Map Sheet 29, 1977

\_\_\_ Site Specific Report:

#### **XIV. Population / Housing**

\_\_\_ City of San Diego General Plan

\_\_\_ Community Plan

\_\_\_ Series 11/Series 12 Population Forecasts, SANDAG

\_\_\_ Other:

#### **XV. Public Services**

X City of San Diego General Plan

\_\_\_ Community Plan

#### **XVI. Recreational Resources**

X City of San Diego General Plan

\_\_\_ Community Plan

\_\_\_ Department of Park and Recreation

\_\_\_ City of San Diego - San Diego Regional Bicycling Map

\_\_\_ Additional Resources:

#### **XVII. Transportation / Circulation**

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

\_\_\_ Community Plan

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

X San Diego Region Weekday Traffic Volumes, SANDAG



X Site Specific Report: Balboa Car Wash Project – Comparable Site Queue Observations - TJW  
AOC16001 Balboa Car Wash Queue Observations Memo, September 9, 2016

**XVIII. Utilities**

X City of San Diego General Plan

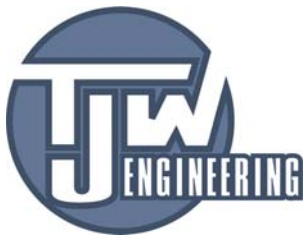
\_\_\_ Site Specific Report:

**XIX. Water Conservation**

X City of San Diego General Plan

\_\_\_ Sunset Magazine, New Western Garden Book, Rev. ed. Menlo Park, CA: Sunset Magazine

Created: REVISED - October 11, 2013



September 9, 2016

Mr. Shahram Dehghani  
*Art of Construction, LLC*  
10724 Wilshire Blvd., Suite 1506  
Los Angeles, CA 90024

**Report: Balboa Car Wash Project – Comparable Site Queue Observations**

Dear Mr. Dehghani:

Based on the observed peak hours of activity at the two comparable sites studied in the trip generation analysis completed for the project, *TJW ENGINEERING, INC. (TJW)* re-visited the comparable sites on Friday July 8, Saturday July 9, and Wednesday July 12, 2016 to observe vehicle stacking at the sites during peak hours of activity. **Tables 1 and 2** summarize the observed queuing at the comparable sites. The period of queuing activity observed on Saturday July 9<sup>th</sup> and Wednesday July 12<sup>th</sup> was based on driveway count data collected at each comparable site on Saturday April 30, 2016 and Wednesday May 4, 2016. The peak hours of vehicle ingress recorded during the driveway counts were selected for queue observation hours.

The observed queue from the pay stations back at the two selected sites varied greatly from each other. At the observed Hawaiian Gardens car wash site (Five Star Express) a maximum vehicle queue of 8 vehicles was observed on Saturday, with lesser queues seen on both the observed Friday and Wednesday. At the observed San Diego car wash site (Wash’N Go), a maximum vehicle queue of 19 vehicles was observed during both the Friday and Saturday observation, and a maximum queue of 13 vehicles was noted during the Wednesday observation. This may be due to the different price points at the two sites; Five Star Express offers \$5, \$7 and \$10 car washes, while Wash N Go offers car washes for as low as \$3.

Additionally, at the Wash’N Go the majority of the vacuum stations are only accessible if vehicles enter the car wash queue a second time to access them. This inflates the queue length, as the queue is made up of both vehicles waiting to pay and get a car wash, and vehicles that have already finished their car wash and are just trying to get to vacuum stations. Without this effect, vehicle queues at the Wash N Go would be shorter.

**Table 1**  
**Queue Observations at Hawaiian Gardens Comparable Site**

<b>Five Star Express 12245 E. Carson St, Hawaiian Gardens</b>	
<b>Friday July 8, 2016</b>	
<b>Time Interval</b>	<b>Max Observed Queue from Pay Station Back</b>
4:45-5:00 PM	5
5:00-5:15 PM	2
5:15-5:30 PM	2
5:30-5:45 PM	2
<b>Saturday July 9, 2016</b>	
<b>Time Interval</b>	<b>Max Observed Queue from Pay Station Back (Vehicles)</b>
11:30-11:45 AM	4
11:45-12:00 PM	4
12:00-12:15 PM	8
12:15-12:30 PM	7
12:30-12:45 PM	6
12:45-1:00 PM	2
1:00-1:15 PM	4
1:15-1:30 PM	4
<b>Wednesday July 12, 2016</b>	
<b>Time Interval</b>	<b>Max Observed Queue from Pay Station Back (Vehicles)</b>
4:30-4:45 PM	2
4:45-5:00 PM	1
5:00-5:15 PM	3
5:15-5:30 PM	2
5:30-5:45 PM	3
5:45-6:00 PM	4

**Table 2**  
**Queue Observations at San Diego Comparable Site**

<b>Wash'N Go 1812 Palm Ave, San Diego</b>	
Friday July 8, 2016	
Time Interval	Max Observed Queue from Pay Station Back
11:00-11:15 AM	11
11:15-11:30 AM	11
11:30-11:45 AM	16
11:45-12:00 PM	12
12:00-12:15 PM	14
12:15-12:30 PM	14
12:30-12:45 PM	8
12:45-1:00 PM	10
1:00-1:15 PM	12
4:00-4:15 PM	16
4:15-4:30 PM	11
4:30-4:45 PM	12
4:45-5:00 PM	9
5:00-5:15 PM	14
5:15-5:30 PM	16
5:30-5:45 PM	19
5:45-6:00 PM	15
6:00-6:15 PM	18
Saturday July 9, 2016	
Time Interval	Max Observed Queue from Pay Station Back (Vehicles)
11:30-11:45 AM	11
11:45-12:00 PM	18
12:00-12:15 PM	15
12:15-12:30 PM	18
12:30-12:45 PM	18
12:45-1:00 PM	14
1:00-1:15 PM	19
1:15-1:30 PM	17
1:30-1:45 PM	16
Wednesday July 12, 2016	
Time Interval	Max Observed Queue from Pay Station Back (Vehicles)
1:00-1:15 PM	12
1:15-1:30 PM	13
1:30-1:45 PM	13
1:45-2:00 PM	12
2:00-2:15 PM	13
2:15-2:30 PM	12
2:30-2:45 PM	11

Copies of the proposed Balboa car wash site plan and aerials of the comparable car wash sites are located in the attached Appendix. The proposed site plan shows over 180-feet of stacking between the two pay stations and the driveway. At 20-feet per car, the site is able to accommodate 9 vehicles.

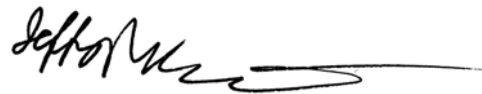
The site layout of the proposed Balboa car wash is more similar to the Five Star Express site in Hawaiian Gardens than the Wash'N Go site in San Diego. At the San Diego site, customers leaving the car wash need to reenter into the same car wash queue to reach the vacuum stations. This inflates the queue length. The layout of the proposed Balboa car wash will not require vehicles to reenter the car wash queue to access vacuum stations, and the price points for the car wash will be more comparable to the Five Star Express than Wash'N Go.

Please feel free to call us at (949) 878-3509 if you have any questions regarding the collected data.

Sincerely,



Thomas Wheat, PE, TE  
Principal  
TJW Engineering, Inc.



Jeffrey Weckstein  
Transportation Planner  
TJW Engineering, Inc.

Registered Civil Engineer #69467  
Registered Traffic Engineer #2565

Attachments



## APPENDIX

SITE PLAN KEYED NOTES :

- 1

CONC. SIDEWALK W/ EXPANSION JOINTS @ 4'-0" O.C. AND TOOL JOINTS @ 12'-0" O.C.
- 2

SETBACKS LINE
- 3

CONC. CURB AT PLANTER.
- 4

CONC. CURB.
- 5

4" WIDE HIGHWAY WHITE PAINTED LETTERING "STOP" (2 COATS)
- 6

4" WIDE BLUE COLOR PAINTED STRIPS (2 COATS)
- 7

PAINT 4" WIDE PARKING STRIPING W/ HIGHWAY WHITE PAINT (2 COATS)
- 8a

RECONSTRUCT THE EXISTING DRIVEWAY WITH CURRENT CITY STD. CONCRETE DRIVEWAY, SEE CIVIL DRAWINGS.
- 8b

CLOSURE OF NON-UTILIZED DRIVEWAY, AND REPLACE WITH CURRENT CITY STD. CURB, GUTTER AND SIDEWALK, SEE CIVIL DWGS.
- 9

PERSONS WITH DISABILITIES ENTRANCE SIGN.
- 10

PAVING SEE CIVIL DWGS.
- 11

LANDSCAPE AREA - REFER TO LANDSCAPE DRAWINGS
- 12

11'-6" x 8'-0" x 4" THK. FLAT AND LEVEL CONC. PAD FOR VACUUM EQUIPMENTS
- 13

HANDICAP PARKING SIGN
- 14

INTERNATIONAL SYMBOL ACCESSIBILITY.
- 15

LIGHT POLE - REFER TO ELECTRICAL & STRUCT. DWGS.
- 16

NOT USED
- 17

PAINTED DIRECTIONAL ARROWS HIGHWAY WHITE PAINT (2 COATS)
- 18

80 SQ. FT. TRASH ENCLOSURE.
- 19

TRUNCATED DOMES.
- 20

EXISTING CMU WALL
- 21

POSTED SIGN TO READ "STOP"
- 22

POSTED SIGNS TO READ "RIGHT TURN ONLY" AND "EXIT ONLY" (DOUBLE SIGNS)
- 23

GATE ARM
- 24

PAY MACHINE
- 25

WATER METER
- 26

COLUMN OF SOLAR CANOPY
- 27

STEEL BOLLARD.
- 28

EXISTING SIDEWALK
- 29

VENDING MACHINE
- 30

SDG&E TRANSFORMER PAD
- 31

BUS STOP WITH NEW SHELTER PROVIDED BY MTS.
- 32

6' HIGH CMU WALL PER CITY STANDARD PAINTED OFF WHITE.
- 33

LOCATION OF INFORMATIONAL GROUND MOUNTED SIGNS, TYPICAL FOR TOTAL OF 10 UNO.
- 34

LOCATION OF INFORMATIONAL WALL MOUNTED SIGNS FOR TOTAL OF 2
- 35

18" CONCRETE DRAINBOX

- 36

SETBACK
- 37

MINIMUM 48" WIDE PEDESTRIAN PATH FROM PUBLIC STREET
- 38

LINE OF VACUUM CANOPY WITH SOLAR PANELS
- 39

STREET TREES, REFER TO LANDSCAPE PLAN (TYP.)
- 40

PATH OF TRAVEL FROM BUS STOP THRU PUBLIC WALK
- NOTES:

1) PRIOR TO ISSUANCE OF ANY CONSTRUCTION PERMIT, THE OWNER/PERMITEE SHALL ENTER INTO A MAINTENANCE AGREEMENT FOR THE ONGOING PERMANENT BMP MAINTENANCE, SATISFACTORY TO THE CITY ENGINEER.

2) PRIOR TO ISSUANCE OF ANY CONSTRUCTION PERMIT, THE OWNER/PERMITEE SHALL INCORPORATE ANY CONSTRUCTION BEST MANAGEMENT PRACTICES NECESSARY TO COMPLY WITH CHAPTER 14, ARTICLE 2, DIVISION 1, (GRADING REGULATION) OF THE SAN DIEGO MUNICIPAL CODE, INTO THE CONSTRUCTION PLANS OR SPECIFICATIONS.

3) PRIOR TO ISSUANCE OF ANY CONSTRUCTION PERMIT, THE OWNER/PERMITEE SHALL SUBMIT A WATER POLLUTION CONTROL PLAN (WPCP) THE WPCP SHALL BE PREPARED IN ACCORDANCE WITH THE GUIDELINES IN PART 2 CONSTRUCTION BMP STANDARD CHAPTER 4 OF THE CITY'S STORM WATER STANDARD.

4) PRIOR TO ISSUANCE OF ANY CONSTRUCTION PERMIT, THE APPLICANT SHALL SUBMIT A TECHNICAL REPORT THAT WILL SUBJECT TO FINAL REVIEW AND APPROVAL BY CITY ENGINEER BASED ON THE STORM WATER STD. IN EFFECT AT THE TIME OF THE CONSTRUCTION PERMIT ISSUANCE.

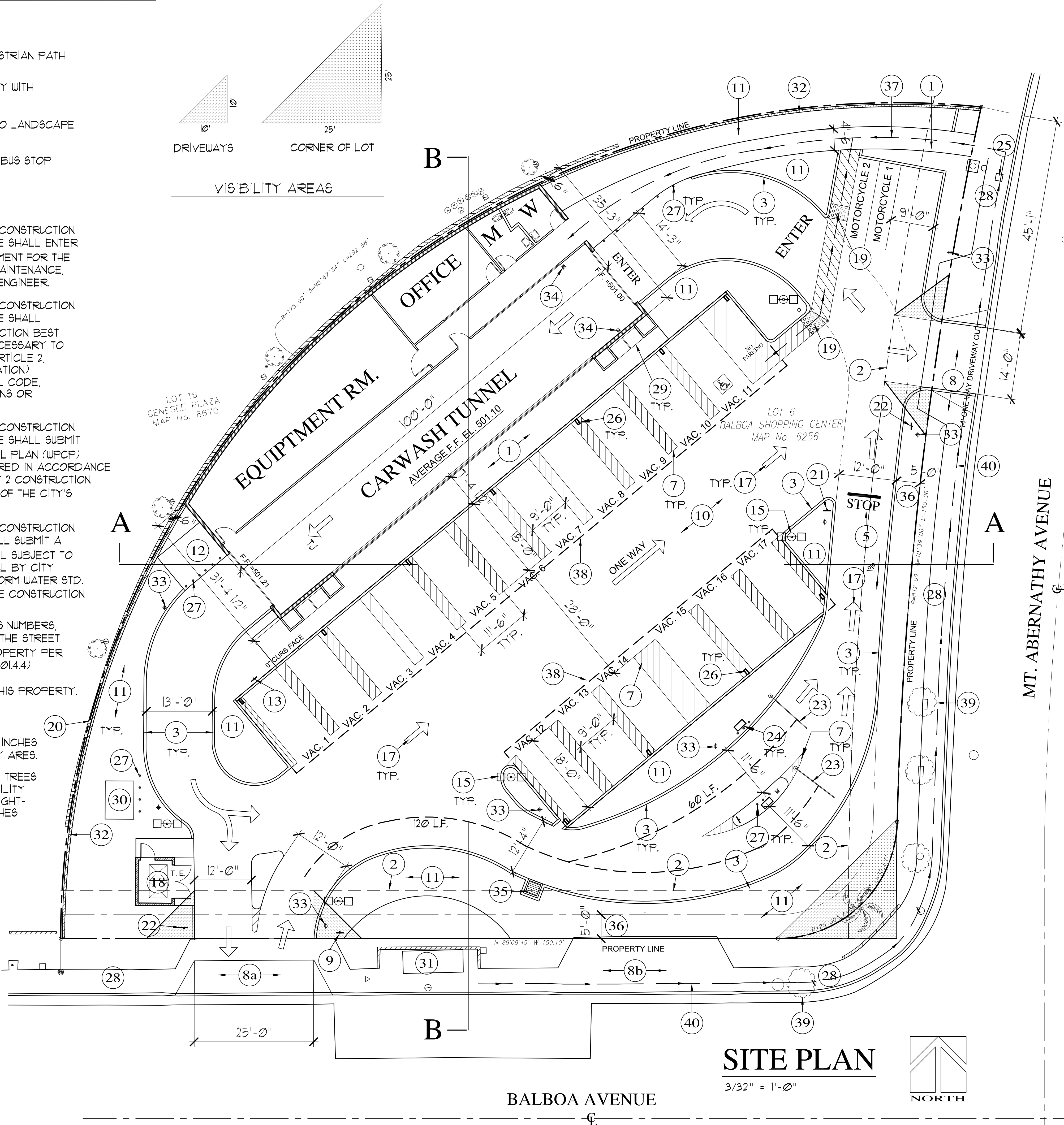
5) PROVIDE BUILDING ADDRESS NUMBERS, VISIBLE AND LEGIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY PER FHP'S POLICY P-00-6 (UFC 901.4.4)

6) THERE IS NO EASEMENT ON THIS PROPERTY.

7) FOR SITE SECTIONS SEE A-2

8) NO OBJECT HIGHER THAN 36 INCHES ARE PROPOSED IN VISIBILITY AREAS.

9) NO VEGETATION, OTHER THAN TREES WITHIN PORTION OF THE VISIBILITY AREAS LIES WITHIN PUBLIC RIGHT-OF-WAY WILL EXCEED 24 INCHES IN HEIGHT.



REVISIONS :

BY :

DESIGNED BY

1300 BRISTOL ST. N. SUITE 270  
NEWPORT BEACH, CA 92660  
TEL: (949) 833-3340  
FAX: (949) 833-1145  
E-MAIL: HPM@PETROSSIASSOC.COM

PROJECT

BALBOA EXPRESS CARWASH

DRAWING

SITE PLAN

CHECKED BY:

DATE: 8-29-2016

ISSUED FOR:

REVIEW

PLAN CHECK

BIDDING

PERMIT

CONSTRUCTION

DRAWN BY :

SHEET NO. 2 OF 1

A-1

CAD FILE

JOB NO. 341P-0115

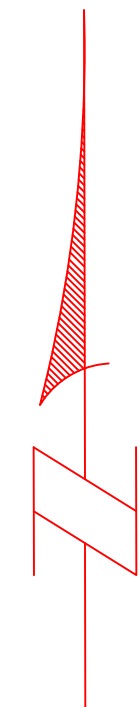


COMPARABLE SITE: FIVE STAR EXPRESS  
12245 E. CARSON ST.  
HAWAIIAN GARDENS





COMPARABLE SITE: WASH'N GO  
1812 PALM AVE.  
SAN DIEGO



October 17, 2016

Mr. Shahram Dehghani  
Skylab Real Estate & Development, LLC  
10920 Wilshire Boulevard, Ste 15-9252  
Los Angeles, CA 90024

**Subject: Balboa Express Carwash Noise Review, City of San Diego, CA – Memorandum #1**

Dear Mr. Dehghani:

MD Acoustics (MD) completed a noise impact study (dated 10/10/2016) for the proposed Balboa Express Carwash project located at 6066 Balboa Avenue, in the City of San Diego. Per your request, MD has reviewed the project's operational noise impact and compared results to the City's noise ordinance. The project site falls within the Clairemont Mesa East overlay district.

**Figure 1: Noise Limits**

Section 59.5.0401 from the municipal code outlines the sound limits and is provided in the adjacent Table (Figure 1).

The nearest multi-family residence is located approximately 150, from property line to property line, to the northeast. However, the nearest on-site noise source to the nearest outdoor sensitive area is approximately 220 feet and is shown in Appendix A.

MD utilized SoundPlan (SP) acoustic modeling software to model the on-site stationary noise sources. These sources include the car wash equipment at the tunnel exit and entrance and vacuum stations. The vacuum compressor will be housed within the equipment room, thereby further reducing the sound footprint of the site. SP software utilizes algorithms (based on the inverse square law) to calculate noise level projections. The software allows a user to input specific noise sources, spectral content, sound barriers, buildings, topography and sensitive receptor locations. Appendix A contains the results of the modeling and provides both a noise level map and a noise contour map which illustrates the noise levels at the adjacent land uses. Noise levels are projected to range between 38.6 to 59.9 dBA. During daytime hours (7AM to 10PM), the project's operational noise level does not exceed the City's allowable noise limit (based on land use). The project's projected operable hours are from 6AM to 10PM. Therefore, the project would comply with the City's daytime and evening noise ordinance.

In addition, according to SANDAG, Balboa Avenue (between Genesee Ave and Mt. Abernathy Ave) has an approximate average daily traffic (ADTs) of 32,600. The nearest sensitive receptors are located

TABLE OF APPLICABLE LIMITS		
Land Use	Time of Day	One-Hour Average Sound Level (decibels)
1. Single Family Residential	7 a.m. to 7 p.m.	50
	7 p.m. to 10 p.m.	45
	10 p.m. to 7 a.m.	40
2. Multi-Family Residential (Up to a maximum density of 1/2000)	7 a.m. to 7 p.m.	55
	7 p.m. to 10 p.m.	50
	10 p.m. to 7 a.m.	45
3. All other Residential	7 a.m. to 7 p.m.	60
	7 p.m. to 10 p.m.	55
	10 p.m. to 7 a.m.	50
4. Commercial	7 a.m. to 7 p.m.	65
	7 p.m. to 10 p.m.	60
	10 p.m. to 7 a.m.	60
5. Industrial or Agricultural	any time	75

approximately 320 feet from the centerline of Balboa Avenue. The projected noise level from traffic along Balboa Avenue would range between 50.5 to 60.2 dBA. When comparing the project noise levels to the traffic noise levels, traffic noise levels are anticipated to be approximately 11.9 to 21.6 dBA higher. Traffic noise output calculations are provided in Appendix B.

As previously mentioned, the nearest sensitive receptors are located approximately 320 feet from the centerline of Balboa Avenue and 220 feet from the carwash tunnel entrance. The anticipated traffic noise level at these unit range between 50.5 to 60.2 dBA (during daytime and evening hours) while the project's noise impact would be 38.6 dBA (approximately 11.9 to 21.6 dBA lower than ambient). Figure 2 provides typical sound levels for comparison purposes. Levels are equivalent to noise ranging between a quiet urban day (50 dBA) to the sound of a dishwasher in the other room (60 dBA) to traffic at 300 feet (60 to 65 dBA).

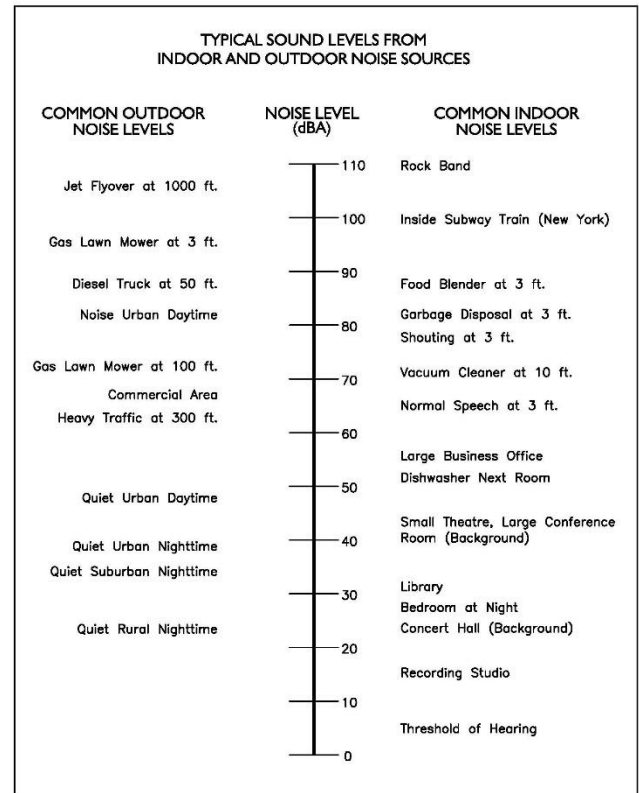
The project has shown that it will comply with the City's noise ordinance (outlined above). MD is pleased to provide this memo for the Balboa Express Carwash project. If you have any questions regarding this memorandum, please call our office at (805) 426-4477.

Sincerely,  
MD Acoustics

*Mike Dickerson*

Mike Dickerson, INCE  
Principal

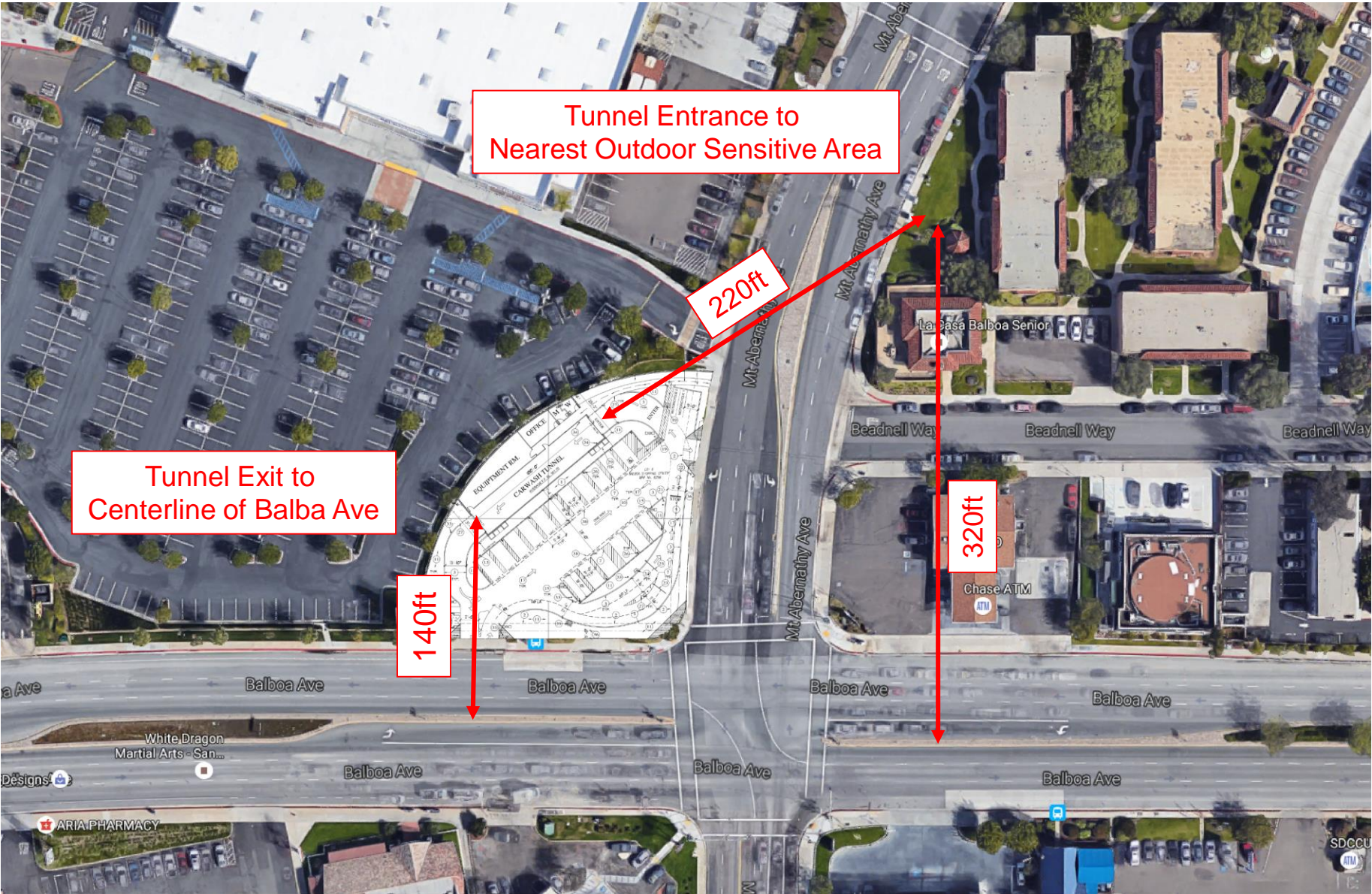
**Figure 2: Typical Sound Levels**



**Appendix A**  
SoundPlan Output Calculations

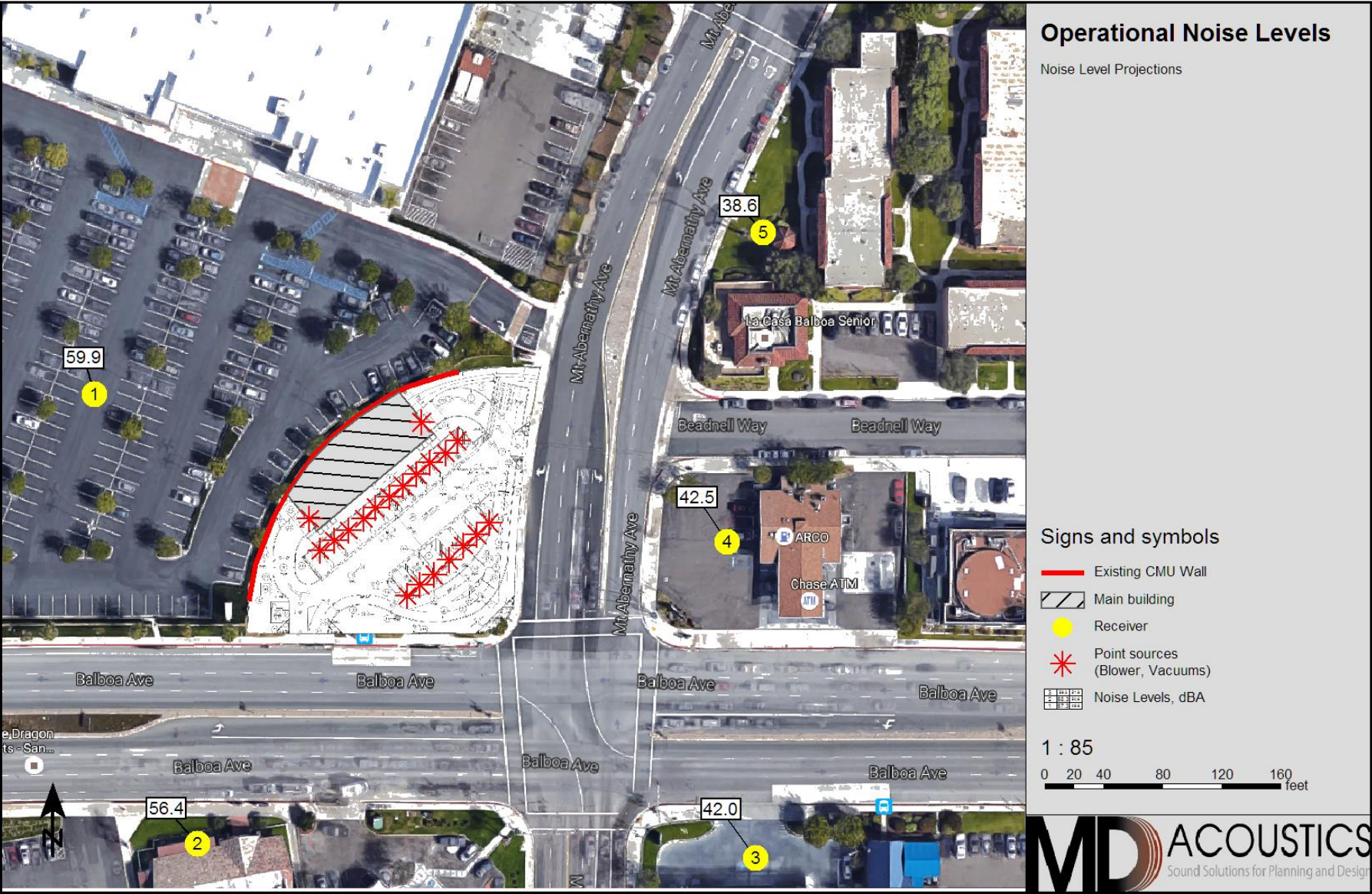


Appendix A  
Site Distances





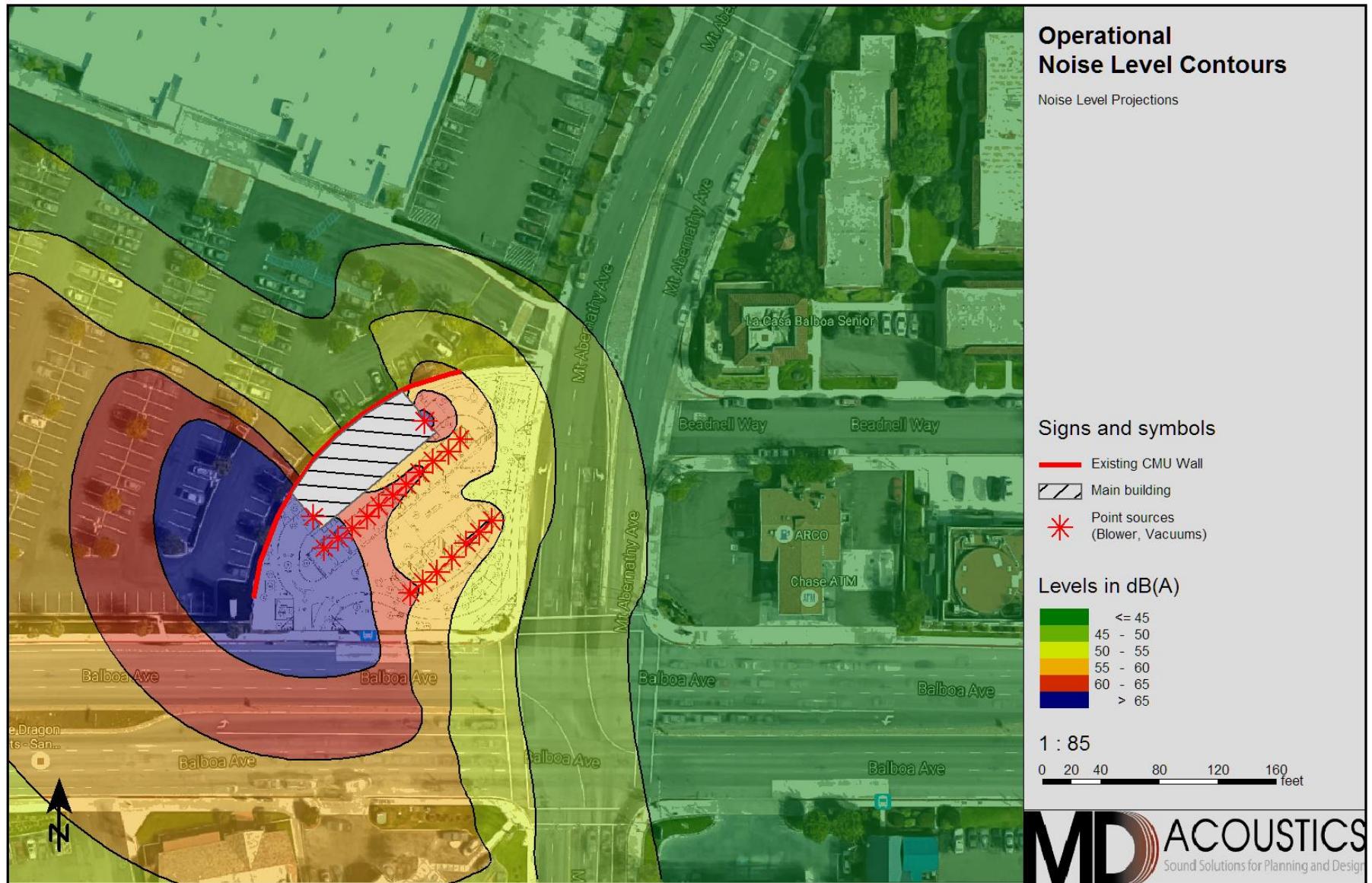
Appendix A  
Operation Noise Levels





## Appendix A

### Operation Noise Level Contours



## Noise Emissions of Industry Sources

Source name	Reference	Level	dB(A)	Frequency spectrum [dB(A)]										Corrections		
				31 Hz	63 Hz	125 Hz	250 Hz	500 Hz	1 kHz	2 kHz	4 kHz	8 kHz	16 kHz	Kwall dB(A)	CI dB(A)	CT dB(A)
Car Wash Exit	Unit	Leq1	102.4	62.5	77.8	83.6	91.9	99.1	96.7	93.0	88.7	81.0	63.5	3.0	-	-
Car Wash Entrance	Unit	Leq1	82.0	42.0	57.4	63.2	71.5	78.7	76.3	72.6	68.3	60.6	43.1	3.0	-	-
Vac1	Unit	Leq1	70.0											-	-	-
Vac2	Unit	Leq1	70.0											-	-	-
Vac3	Unit	Leq1	70.0											-	-	-
Vac4	Unit	Leq1	70.0											-	-	-
Vac5	Unit	Leq1	70.0											-	-	-
Vac6	Unit	Leq1	70.0											-	-	-
Vac7	Unit	Leq1	70.0											-	-	-
Vac8	Unit	Leq1	70.0											-	-	-
Vac9	Unit	Leq1	70.0											-	-	-
Vac10	Unit	Leq1	70.0											-	-	-
Vac11	Unit	Leq1	70.0											-	-	-
Vac12	Unit	Leq1	70.0											-	-	-
Vac13	Unit	Leq1	70.0											-	-	-
Vac14	Unit	Leq1	70.0											-	-	-
Vac15	Unit	Leq1	70.0											-	-	-
Vac16	Unit	Leq1	70.0											-	-	-
Vac17	Unit	Leq1	70.0											-	-	-
Vac18	Unit	Leq1	70.0											-	-	-



## Contribution Levels of the Receivers

Source name	Level Leq1 dB(A)
1 1.FI	59.9
Car Wash Entrance	18.4
Car Wash Exit	59.9
Vac1	22.2
Vac2	18.3
Vac3	9.4
Vac4	6.6
Vac5	5.4
Vac6	4.8
Vac7	4.4
Vac8	4.0
Vac9	3.7
Vac10	4.0
Vac11	5.0
Vac12	7.1
Vac13	7.4
Vac14	7.9
Vac15	8.8
Vac16	11.0
Vac17	15.4
Vac18	19.6
2 1.FI	56.4
Car Wash Entrance	16.5
Car Wash Exit	56.4
Vac1	21.8
Vac2	21.3
Vac3	20.9
Vac4	23.2
Vac5	22.8
Vac6	22.4
Vac7	22.0
Vac8	21.7
Vac9	21.3
Vac10	21.0
Vac11	20.6
Vac12	18.7
Vac13	19.1
Vac14	19.5
Vac15	20.0
Vac16	20.6
Vac17	21.1
Vac18	21.6
3 1.FI	42.0
Car Wash Entrance	24.7
Car Wash Exit	41.5
Vac1	16.8
Vac2	19.6
Vac3	19.6
Vac4	19.7
Vac5	19.7
Vac6	19.8
Vac7	19.8
Vac8	19.8
Vac9	19.8
Vac10	19.8
Vac11	17.1
Vac12	20.4
Vac13	20.4
Vac14	20.4
Vac15	20.4
Vac16	20.3
Vac17	20.3
Vac18	20.2

## Contribution Levels of the Receivers

Source name		Level Leq1 dB(A)
4	1.FI	42.5
Car Wash Entrance		36.5
Car Wash Exit		39.6
Vac1		22.1
Vac2		22.4
Vac3		22.7
Vac4		23.0
Vac5		23.3
Vac6		23.7
Vac7		24.0
Vac8		24.3
Vac9		24.6
Vac10		22.5
Vac11		22.7
Vac12		24.7
Vac13		24.2
Vac14		23.6
Vac15		24.4
Vac16		23.9
Vac17		23.5
Vac18		23.1
5	1.FI	38.6
Car Wash Entrance		34.7
Car Wash Exit		35.0
Vac1		16.5
Vac2		16.8
Vac3		17.2
Vac4		17.5
Vac5		17.8
Vac6		18.2
Vac7		18.6
Vac8		19.0
Vac9		19.4
Vac10		19.8
Vac11		20.3
Vac12		19.5
Vac13		19.1
Vac14		18.7
Vac15		18.3
Vac16		17.9
Vac17		17.5
Vac18		17.2

**Appendix B**  
Traffic Noise Calculations

## FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

PROJECT: **BALBOA CAR WASH**  
 ROADWAY: **BALBOA AVE**  
 LOCATION: **LOT 52 - 1ST FLOOR**

JOB #: **0101-16-01**  
 DATE: **17-Oct-16**  
 ENGINEER: **M. Dickerson**

## NOISE INPUT DATA

## ROADWAY CONDITIONS

ADT = **32,600**  
 SPEED = **45**  
 PK HR % = **10**  
 NEAR LANE/FAR LANE DIST = **0**  
 ROAD ELEVATION = **0.0**  
 GRADE = **0.0** %  
 PK HR VOL = **3,260**

## RECEIVER INPUT DATA

RECEIVER DISTANCE = **320**  
 DIST C/L TO WALL = **320**  
 RECEIVER HEIGHT = **5.0**  
 WALL DISTANCE FROM RECEIVER = **0**  
 PAD ELEVATION = **0.5**  
 ROADWAY VIEW: LF ANGLE= **-90**  
 RT ANGLE= **90**  
 DF ANGLE= **180**

## SITE CONDITIONS

AUTOMOBILES = **15**  
 MEDIUM TRUCKS = **15** (10 = HARD SITE, 15 = SOFT SITE)  
 HEAVY TRUCKS = **15**

## WALL INFORMATION

HTH WALL= **0.0**  
 AMBIENT= **0.0**  
 BARRIER = **0** (0 = WALL, 1 = BERM)

## VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.9742
MEDIUM TRUCKS	0.848	0.049	0.103	0.0184
HEAVY TRUCKS	0.865	0.027	0.108	0.0074

## MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	320.02	--
MEDIUM TRUCKS	4.0	320.00	--
HEAVY TRUCKS	8.0	320.01	0.00

## NOISE OUTPUT DATA

## NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	59.1	57.2	55.5	49.4	58.0	58.6
MEDIUM TRUCKS	50.2	48.7	42.3	40.8	49.2	49.4
HEAVY TRUCKS	50.7	49.3	40.3	41.5	49.9	50.0
NOISE LEVELS (dBA)	60.2	58.4	55.8	50.5	59.1	59.6

## NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	59.1	57.2	55.5	49.4	58.0	58.6
MEDIUM TRUCKS	50.2	48.7	42.3	40.8	49.2	49.4
HEAVY TRUCKS	50.7	49.3	40.3	41.5	49.9	50.0
NOISE LEVELS (dBA)	60.2	58.4	55.8	50.5	59.1	59.6

## NOISE CONTOUR (FT)

NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	65	140	302	652
LDN	60	130	280	602



# CAP CONSISTENCY CHECKLIST SUBMITTAL APPLICATION

- ❖ The Checklist is required only for projects subject to CEQA review.<sup>2</sup>
- ❖ If required, the Checklist must be included in the project submittal package. Application submittal procedures can be found in Chapter 11: Land Development Procedures of the City's Municipal Code.
- ❖ The requirements in the Checklist will be included in the project's conditions of approval.
- ❖ The applicant must provide an explanation of how the proposed project will implement the requirements described herein to the satisfaction of the Planning Department.

## Application Information

### Contact Information

Project No./Name: 469903 / BALBOA EXPRESS CARWASH

Property Address: 6060 BALBOA AVE. SAN DIEGO, CA 92111

Applicant Name/Co.: SHAHRAM DEGHANI / THE ART OF CONSTRUCTION, LLC

Contact Phone: (424) 273-6022 Contact Email: SKYLABDEVELOPMENT.COM

Was a consultant retained to complete this checklist? ☐ Yes ☒ No If Yes, complete the following

Consultant Name: \_\_\_\_\_ Contact Phone: \_\_\_\_\_

Company Name: \_\_\_\_\_ Contact Email: \_\_\_\_\_

### Project Information

- What is the size of the project (acres)? 0.572 ACRES
- Identify all applicable proposed land uses:
  - ☐ Residential (indicate # of single-family units): \_\_\_\_\_
  - ☐ Residential (indicate # of multi-family units): \_\_\_\_\_
  - ☒ Commercial (total square footage): 3,822 SQ. FT.
  - ☐ Industrial (total square footage): \_\_\_\_\_
  - ☐ Other (describe): \_\_\_\_\_
- Is the project located in a Transit Priority Area? ☒ Yes ☐ No
- Provide a brief description of the project proposed: NEW EXPRESS FULLY AUTOMATED CARWASH WITH 100 FEET TUNNEL AND 18 STATIONS OF EXTERIOR VACUUM SYSTEM

<sup>2</sup> Certain projects seeking ministerial approval may be required to complete the Checklist. For example, projects in a Community Plan Implementation Overlay Zone may be required to use the Checklist to qualify for ministerial level review. See Supplemental Development Regulations in the project's community plan to determine applicability.



# CAP CONSISTENCY CHECKLIST QUESTIONS

## Step 1: Land Use Consistency

The first step in determining CAP consistency for discretionary development projects is to assess the project's consistency with the growth projections used in the development of the CAP. This section allows the City to determine a project's consistency with the land use assumptions used in the CAP.

Step 1: Land Use Consistency		
Checklist Item (Check the appropriate box and provide explanation and supporting documentation for your answer)	Yes	No
1. Is the proposed project consistent with the existing General Plan and Community Plan land use and zoning designations? <sup>3</sup> <u>OR</u>		
2. If the proposed project is not consistent with the existing land use plan and zoning designations, does the project include a land use plan and/or zoning designation amendment that would result in an equivalent or less GHG-intensive project when compared to the existing designations? <u>OR</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. If the proposed project is not consistent with the existing land use plan and zoning designations, and includes a land use plan and/or zoning designation amendment that would result in an increase in GHG emissions when compared to the existing designations, would the project be located in a Transit Priority Area (TPA) and implement CAP Strategy 3 actions, as determined in Step 3 to the satisfaction of the Development Services Department?		

If **"Yes,"** proceed to Step 2 of the Checklist. For questions 2 and 3 above, provide estimated project emissions under both existing and proposed designation(s) for comparison. For question 3 above, complete Step 3.

If **"No,"** in accordance with the City's Significance Determination Thresholds, the project's GHG impact is significant. The project must nonetheless incorporate each of the measures identified in Step 2 to mitigate cumulative GHG emissions impacts unless the decision maker finds that a measure is infeasible in accordance with CEQA Guidelines Section 15091. Proceed and complete Step 2 of the Checklist.

<sup>3</sup> This question may also be answered in the affirmative if the project is consistent with SANDAG Series 12 growth projections, which were used to determine the CAP projections, as determined by the Planning Department.



## Step 2: CAP Strategies Consistency

The second step of the CAP consistency review is to review and evaluate a project's consistency with the applicable strategies and actions of the CAP. Step 2 only applies to development projects that involve permits that would require a certificate of occupancy from the Building Official or projects comprised of one and two family dwellings or townhouses as defined in the California Residential Code and their accessory structures.<sup>4</sup> All other development projects that would not require a certificate of occupancy from the Building Official shall implement Best Management Practices for construction activities as set forth in the Greenbook (for public projects).

Step 2: CAP Strategies Consistency			
Checklist Item (Check the appropriate box and provide explanation for your answer)	Yes	No	N/A
<b>Strategy 1: Energy &amp; Water Efficient Buildings</b>			
<p>1. <i>Cool/Green Roofs.</i></p> <ul style="list-style-type: none"> <li>Would the project include roofing materials with a minimum 3-year aged solar reflection and thermal emittance or solar reflection index equal to or greater than the values specified in the voluntary measures under <u>California Green Building Standards Code</u> (Attachment A)?; <u>OR</u></li> <li>Would the project roof construction have a thermal mass over the roof membrane, including areas of vegetated (green) roofs, weighing at least 25 pounds per square foot as specified in the voluntary measures under <u>California Green Building Standards Code</u>?; <u>OR</u></li> <li>Would the project include a combination of the above two options?</li> </ul> <p>Check "N/A" only if the project does not include a roof component.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>2. <i>Plumbing fixtures and fittings</i></p> <p>With respect to plumbing fixtures or fittings provided as part of the project, would those low-flow fixtures/appliances be consistent with each of the following:</p> <p>Residential buildings:</p> <ul style="list-style-type: none"> <li>Kitchen faucets: maximum flow rate not to exceed 1.5 gallons per minute at 60 psi;</li> <li>Standard dishwashers: 4.25 gallons per cycle;</li> <li>Compact dishwashers: 3.5 gallons per cycle; and</li> <li>Clothes washers: water factor of 6 gallons per cubic feet of drum capacity?</li> </ul> <p>Nonresidential buildings:</p> <ul style="list-style-type: none"> <li>Plumbing fixtures and fittings that do not exceed the maximum flow rate specified in <u>Table A5.303.2.3.1 (voluntary measures) of the California Green Building Standards Code</u> (See Attachment A); and</li> <li>Appliances and fixtures for commercial applications that meet the provisions of <u>Section A5.303.3 (voluntary measures) of the California Green Building Standards Code</u> (See Attachment A)?</li> </ul> <p>Check "N/A" only if the project does not include any plumbing fixtures or fittings.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<sup>4</sup> Actions that are not subject to Step 2 would include, for example: 1) discretionary map actions that do not propose specific development, 2) permits allowing wireless communication facilities, 3) special events permits, 4) use permits that do not result in the expansion or enlargement of a building, and 5) non-building infrastructure projects such as roads and pipelines. Because such actions would not result in new occupancy buildings from which GHG emissions reductions could be achieved, the items contained in Step 2 would not be applicable.

## Step 2: CAP Strategies Consistency

Checklist Item (Check the appropriate box and provide explanation for your answer)	Yes	No	N/A
<b>Strategy 2: Clean &amp; Renewable Energy</b>			
<p>3. <i>Energy Performance Standard / Renewable Energy</i></p> <p>Is the project designed to have an energy budget that meets the following performance standards when compared to the Title 24, Part 6 Energy Budget for the Proposed Design Building as calculated by <u>Compliance Software certified by the California Energy Commission</u> (percent improvement over current code):</p> <ul style="list-style-type: none"> <li>• Low-rise residential – 15% improvement?</li> <li>• Nonresidential with indoor lighting OR mechanical systems, but not both – 5% improvement?</li> <li>• Nonresidential with both indoor lighting AND mechanical systems – 10% improvement?<sup>5</sup></li> </ul> <p>The demand reduction may be provided through on-site renewable energy generation, such as solar, or by designing the project to have an energy budget that meets the above-mentioned performance standards, when compared to the Title 24, Part 6 Energy Budget for the Proposed Design Building (percent improvement over current code).</p> <p>Note: For Energy Budget calculations, high-rise residential and hotel/motel buildings are considered non-residential buildings.</p> <p>Check "N/A" only if the project does not contain any residential or non-residential buildings.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Strategy 3: Bicycling, Walking, Transit &amp; Land Use</b>			
<p>4. <i>Electric Vehicle Charging</i></p> <ul style="list-style-type: none"> <li>• <u>Single-family projects</u>: Would the required parking serving each new single-family residence and each unit of a duplex be constructed with a listed cabinet, box or enclosure connected to a raceway linking the required parking space to the electrical service, to allow for the future installation of electric vehicle supply equipment to provide an electric vehicle charging station for use by the resident?</li> <li>• <u>Multiple-family projects of 10 dwelling units or less</u>: Would 3% of the total parking spaces required, or a minimum of one space, whichever is greater, be provided with a listed cabinet, box or enclosure connected to a conduit linking the parking spaces with the electrical service, in a manner approved by the building and safety official, to allow for the future installation of electric vehicle supply equipment to provide electric vehicle charging stations at such time as it is needed for use by residents?</li> <li>• <u>Multiple-family projects of more than 10 dwelling units</u>: Would 3% of the total parking spaces required, or a minimum of one space, whichever is greater, be provided with a listed cabinet, box or enclosure connected to a conduit linking the parking spaces with the electrical service, in a manner approved by the building and safety official? Of the total listed cabinets, boxes or enclosures provided, would 50% have the necessary electric vehicle supply equipment installed to provide active electric vehicle charging stations ready for use by residents?</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<sup>5</sup> CALGreen defines mechanical systems as equipment, appliances, fixtures, fittings and/or appurtenances, including ventilating, heating, cooling, air-conditioning and refrigeration systems, incinerators and other energy-related systems.



## Step 2: CAP Strategies Consistency

Checklist Item (Check the appropriate box and provide explanation for your answer)	Yes	No	N/A
<ul style="list-style-type: none"> <li><b>Non-residential projects:</b> If the project includes new commercial, industrial, or other uses with the building or land area, capacity, or numbers of employees listed in Attachment A, would 3% of the total parking spaces required, or a minimum of one space, whichever is greater, be provided with a listed cabinet, box or enclosure connected to a conduit linking the parking spaces with the electrical service, in a manner approved by the building and safety official? Of the total listed cabinets, boxes or enclosures provided, would 50% have the necessary electric vehicle supply equipment installed to provide active electric vehicle charging stations ready for use?</li> </ul> <p>Check "N/A" only if the project is does not include new commercial, industrial, or other uses with the building or land area, capacity, or numbers of employees listed in Attachment A.</p>			X

### Strategy 3: Bicycling, Walking, Transit & Land Use

(Complete this section if project includes non-residential or mixed uses)

<p>5. <i>Bicycle Parking Spaces</i></p> <p>Would the project provide more short- and long-term bicycle parking spaces than required in the City's Municipal Code (<u>Chapter 14, Article 2, Division 5</u>)?<sup>6</sup></p> <p>Check "N/A" only if the project is a residential project.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>																		
<p>6. <i>Shower facilities</i></p> <p>If the project includes nonresidential development that would accommodate over 10 tenant occupants (employees), would the project include changing/shower facilities in accordance with the voluntary measures under the <u>California Green Building Standards Code</u> as shown in the table below?</p> <table border="1" style="width: 100%; border-collapse: collapse; margin: 10px 0;"> <thead> <tr style="background-color: #cccccc;"> <th style="padding: 5px;">Number of Tenant Occupants (Employees)</th> <th style="padding: 5px;">Shower/Changing Facilities Required</th> <th style="padding: 5px;">Two-Tier (12" X 15" X 72") Personal Effects Lockers Required</th> </tr> </thead> <tbody> <tr> <td style="text-align: center; padding: 5px;">0-10</td> <td style="text-align: center; padding: 5px;">0</td> <td style="text-align: center; padding: 5px;">0</td> </tr> <tr> <td style="text-align: center; padding: 5px;">11-50</td> <td style="text-align: center; padding: 5px;">1 shower stall</td> <td style="text-align: center; padding: 5px;">2</td> </tr> <tr> <td style="text-align: center; padding: 5px;">51-100</td> <td style="text-align: center; padding: 5px;">1 shower stall</td> <td style="text-align: center; padding: 5px;">3</td> </tr> <tr> <td style="text-align: center; padding: 5px;">101-200</td> <td style="text-align: center; padding: 5px;">1 shower stall</td> <td style="text-align: center; padding: 5px;">4</td> </tr> <tr> <td style="text-align: center; padding: 5px;">Over 200</td> <td style="text-align: center; padding: 5px;">1 shower stall plus 1 additional shower stall for each 200 additional tenant-occupants</td> <td style="text-align: center; padding: 5px;">1 two-tier locker plus 1 two-tier locker for each 50 additional tenant-occupants</td> </tr> </tbody> </table> <p>Check "N/A" only if the project is a residential project, or if it does not include nonresidential development that would accommodate over 10 tenant occupants (employees).</p>	Number of Tenant Occupants (Employees)	Shower/Changing Facilities Required	Two-Tier (12" X 15" X 72") Personal Effects Lockers Required	0-10	0	0	11-50	1 shower stall	2	51-100	1 shower stall	3	101-200	1 shower stall	4	Over 200	1 shower stall plus 1 additional shower stall for each 200 additional tenant-occupants	1 two-tier locker plus 1 two-tier locker for each 50 additional tenant-occupants	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Number of Tenant Occupants (Employees)	Shower/Changing Facilities Required	Two-Tier (12" X 15" X 72") Personal Effects Lockers Required																			
0-10	0	0																			
11-50	1 shower stall	2																			
51-100	1 shower stall	3																			
101-200	1 shower stall	4																			
Over 200	1 shower stall plus 1 additional shower stall for each 200 additional tenant-occupants	1 two-tier locker plus 1 two-tier locker for each 50 additional tenant-occupants																			

<sup>6</sup> Non-portable bicycle corrals within 600 feet of project frontage can be counted towards the project's bicycle parking requirements.

## Step 2: CAP Strategies Consistency

Checklist Item (Check the appropriate box and provide explanation for your answer)	Yes	No	N/A																		
<p><b>7. Designated Parking Spaces</b></p> <p>If the project includes an employment use in a TPA, would the project provide designated parking for a combination of low-emitting, fuel-efficient, and carpool/vanpool vehicles in accordance with the following table?</p> <table border="1" style="margin: 10px auto; border-collapse: collapse; text-align: center;"> <thead> <tr style="background-color: #cccccc;"> <th style="padding: 5px;">Number of Required Parking Spaces</th> <th style="padding: 5px;">Number of Designated Parking Spaces</th> </tr> </thead> <tbody> <tr><td style="padding: 5px;">0-9</td><td style="padding: 5px;">0</td></tr> <tr><td style="padding: 5px;">10-25</td><td style="padding: 5px;">2</td></tr> <tr><td style="padding: 5px;">26-50</td><td style="padding: 5px;">4</td></tr> <tr><td style="padding: 5px;">51-75</td><td style="padding: 5px;">6</td></tr> <tr><td style="padding: 5px;">76-100</td><td style="padding: 5px;">9</td></tr> <tr><td style="padding: 5px;">101-150</td><td style="padding: 5px;">11</td></tr> <tr><td style="padding: 5px;">151-200</td><td style="padding: 5px;">18</td></tr> <tr><td style="padding: 5px;">201 and over</td><td style="padding: 5px;">At least 10% of total</td></tr> </tbody> </table> <p>This measure does not cover electric vehicles. See Question 4 for electric vehicle parking requirements.</p> <p>Note: Vehicles bearing Clean Air Vehicle stickers from expired HOV lane programs may be considered eligible for designated parking spaces. The required designated parking spaces are to be provided within the overall minimum parking requirement, not in addition to it.</p> <p>Check "N/A" only if the project is a residential project, or if it does not include an employment use in a TPA.</p>	Number of Required Parking Spaces	Number of Designated Parking Spaces	0-9	0	10-25	2	26-50	4	51-75	6	76-100	9	101-150	11	151-200	18	201 and over	At least 10% of total	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Number of Required Parking Spaces	Number of Designated Parking Spaces																				
0-9	0																				
10-25	2																				
26-50	4																				
51-75	6																				
76-100	9																				
101-150	11																				
151-200	18																				
201 and over	At least 10% of total																				
<p><b>8. Transportation Demand Management Program</b></p> <p>If the project would accommodate over 50 tenant-occupants (employees), would it include a transportation demand management program that would be applicable to existing tenants and future tenants that includes:</p> <p>At least one of the following components:</p> <ul style="list-style-type: none"> <li>Parking cash out program</li> <li>Parking management plan that includes charging employees market-rate for single-occupancy vehicle parking and providing reserved, discounted, or free spaces for registered carpools or vanpools</li> <li>Unbundled parking whereby parking spaces would be leased or sold separately from the rental or purchase fees for the development for the life of the development</li> </ul> <p>And at least three of the following components:</p> <ul style="list-style-type: none"> <li>Commitment to maintaining an employer network in the SANDAG iCommute program and promoting its RideMatcher service to tenants/employees</li> <li>On-site carsharing vehicle(s) or bikesharing</li> <li>Flexible or alternative work hours</li> <li>Telework program</li> <li>Transit, carpool, and vanpool subsidies</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>																		

## Step 2: CAP Strategies Consistency

Checklist Item (Check the appropriate box and provide explanation for your answer)	Yes	No	N/A
<ul style="list-style-type: none"> <li>• Pre-tax deduction for transit or vanpool fares and bicycle commute costs</li> <li>• Access to services that reduce the need to drive, such as cafes, commercial stores, banks, post offices, restaurants, gyms, or childcare, either onsite or within 1,320 feet (1/4 mile) of the structure/use?</li> </ul> <p>Check "N/A" only if the project is a residential project or if it would not accommodate over 50 tenant-occupants (employees).</p>			X

NOT APPLICABLE

### Step 3: Project CAP Conformance Evaluation (if applicable)

The third step of the CAP consistency review only applies if Step 1 is answered in the affirmative under option 3. The purpose of this step is to determine whether a project that is located in a TPA but that includes a land use plan and/or zoning designation amendment that would result in an increase in GHG emissions when compared to the existing designations, is nevertheless consistent with the assumptions in the CAP because it would implement CAP Strategy 3 actions. The following questions must each be answered in the affirmative and fully explained.

**1. Would the proposed project implement the General Plan's City of Villages strategy in an identified Transit Priority Area (TPA) that will result in an increase in the capacity for transit-supportive residential and/or employment densities?**

Considerations for this question:

- Does the proposed land use and zoning designation associated with the project provide capacity for transit-supportive residential densities within the TPA?
- Is the project site suitable to accommodate mixed-use village development, as defined in the General Plan, within the TPA?
- Does the land use and zoning associated with the project increase the capacity for transit-supportive employment intensities within the TPA?

**2. Would the proposed project implement the General Plan's Mobility Element in Transit Priority Areas to increase the use of transit?**

Considerations for this question:

- Does the proposed project support/incorporate identified transit routes and stops/stations?
- Does the project include transit priority measures?

**3. Would the proposed project implement pedestrian improvements in Transit Priority Areas to increase walking opportunities?**

Considerations for this question:

- Does the proposed project circulation system provide multiple and direct pedestrian connections and accessibility to local activity centers (such as transit stations, schools, shopping centers, and libraries)?
- Does the proposed project urban design include features for walkability to promote a transit supportive environment?

**4. Would the proposed project implement the City of San Diego's Bicycle Master Plan to increase bicycling opportunities?**

Considerations for this question:

- Does the proposed project circulation system include bicycle improvements consistent with the Bicycle Master Plan?
- Does the overall project circulation system provide a balanced, multimodal, "complete streets" approach to accommodate mobility needs of all users?

**5. Would the proposed project incorporate implementation mechanisms that support Transit Oriented Development?**

Considerations for this question:

- Does the proposed project include new or expanded urban public spaces such as plazas, pocket parks, or urban greens in the TPA?
- Does the land use and zoning associated with the proposed project increase the potential for jobs within the TPA?
- Do the zoning/implementing regulations associated with the proposed project support the efficient use of parking through mechanisms such as: shared parking, parking districts, unbundled parking, reduced parking, paid or time-limited parking, etc.?

**6. Would the proposed project implement the Urban Forest Management Plan to increase urban tree canopy coverage?**

Considerations for this question:

- Does the proposed project provide at least three different species for the primary, secondary and accent trees in order to accommodate varying parkway widths?
- Does the proposed project include policies or strategies for preserving existing trees?
- Does the proposed project incorporate tree planting that will contribute to the City's 20% urban canopy tree coverage goal?

NOT APPLICABLE

**Attachment A-6066 Balboa Ave., Balboa Express Carwash  
(Project No. 469903)**

**CAP CONSISTENCY CHECKLIST SUPPORTING DOCUMENTATION**

**PROJECT DESCRIPTION**

The Project proposes construction of 3,822 square feet of fully automated express carwash with 18 vacuum stations which is designed per the guidelines and limits of the CC-1-3 Zone and Clairemont Mesa Community Plan Area.

**LAND USE CONSISTENCY**

The project is consistent with the land use designations in the City's General Plan (Commercial) and the Clairemont Mesa Community Plan Area, with a similar use to existing 3 corner of Balboa Ave., & Mt. Abernathy Ave., intersection.

**CAP STRATEGIES CONSISTENCY**

**STRATEGY 1. ENERGY & WATER EFFICIENT BUILDINGS**

1. **Cool/Green Roofs** – The project will include roofing materials with a minimum 3-year aged solar reflection and thermal emittance or solar reflection index equal to or greater than the values specified in the voluntary measures under California Green Building Standards Code.
2. **Plumbing fixtures and fittings**- The project will use low-flow fixtures to meet with California Green Building Standards Code.

**STRATEGY 2. CLEAN & RENEWABLE ENERGY**

3. **Clean & Renewable Energy** – Designed to have solar panels installed on the roof and over the canopies in the parking area that will generate 86% of anticipated energy demand.

**Attachment A-6066 Balboa Ave., Balboa Express Carwash  
(Project No. 469903)**

**STRATEGY 3. BICYCLE, WALKING, TRANSIT & LAND USE**

4. **Electrical Vehicle Charging** – Not Applicable: Project is under the thresholds listed in attachment A.
5. **Bicycle Parking Spaces** – Not Applicable: According to the Code, the project is exempt from providing short-term bicycle parking spaces per 142.0530(e)(1)(D), as the project is considered a Vehicle and vehicular equipment sales and service uses.
6. **Shower Facilities** – Not Applicable: the project does not include over 10 tenant occupants (employees).
7. **Designated Parking Spaces** – 0 space are required because it falls with 0-9 thresholds for employees.
8. **Transportation Demand Management Program** – Not Applicable: Does not include over 50 tenant occupants.



JACK MILLER  
Director

# County of San Diego

ELIZABETH POZZEBON  
Assistant Director

DEPARTMENT OF ENVIRONMENTAL HEALTH

P.O. BOX 129261, SAN DIEGO, CA 92112-9261

Phone: (858) 505-6700/1 (800) 253-9933

[www.sdcdeh.org](http://www.sdcdeh.org)

March 19, 2014

Mr. Lee Hanley  
Exxon Mobil  
1464 Madera Road, Suite N #265  
Simi Valley, CA 93065

RECEIVED MAR 25 2014

Dear Mr. Hanley:

UNAUTHORIZED RELEASE H12820-002  
MOBIL STATION 18-F95  
6066 BALBOA AVENUE, SAN DIEGO, CA 92111

This letter confirms the completion of a site investigation and corrective action for the underground storage tanks formally located at the above-described location. Thank you for your cooperation throughout this investigation. Your willingness and promptness in responding to our inquiries concerning the former underground storage tanks is greatly appreciated.

Based on information in the above-referenced file and with the provision that the information provided to this agency was accurate and representative of site conditions, this agency finds that the site investigation and corrective action carried out at your underground storage tanks site is in compliance with the requirements of subdivisions (a) and (b) of Section 25296.10 of the Health and Safety Code and with corrective action regulations adopted pursuant to Section 25299.3 of the Health and Safety Code, and that no further action related to the petroleum release at the site is required.

Claims for reimbursement of corrective action costs submitted to the Underground Storage Tank Cleanup Fund more than 365 days after the date of this letter or issuance or activation of the Fund's Letter of Commitment, whichever occurs later, will not be reimbursed unless one of the following exceptions applies:

- Claims are submitted pursuant to Section 25299.57, subdivision (k) (reopened UST case); or
- Submission within the timeframe was beyond the claimant's reasonable control, ongoing work is required for closure that will result in the submission of claims beyond that time period, or that under the circumstances of the case, it would be unreasonable or inequitable to impose the 365-day time period.

This notice is issued pursuant to subdivision (g) of Section 25296.10 of the Health and Safety Code. Please contact Ewan Moffat, at (858) 505-6856, if you have questions regarding this matter.

Sincerely,

JACK MILLER, Director  
Department of Environmental Health  
Site Assessment and Mitigation Program

cc: Mr. Jeff Aguilar, Cardino ERI

# Case Closure Summary

## Leaking Underground Fuel Storage Tank Program

### I. AGENCY INFORMATION

DATE: March 18, 2014

Agency Name: COUNTY OF SAN DIEGO, ENVIRONMENTAL HEALTH, SAM	Address: P.O. BOX 129261
City/State/Zip: SAN DIEGO, CA 92112-9261	Phone: (858) 505-6856 FAX: (858) 694-3670
Responsible Staff Person: EWAN MOFFAT	Title: ENVIRONMENTAL HEALTH SPECIALIST

### II. CASE INFORMATION

Site Facility Name: MOBIL 18F95				
Site Facility Address: 6066 BALBOA AVE., SAN DIEGO, CA 92111				
RB LUSTIS Case No: 9UT2112	Local Case No: H12820-002		LOP Case No: N/A	
URF Filing Date: 8/3/2009	SWEEPS No: N/A			
<b>Responsible Parties</b>	<b>Address</b>	<b>Phone Number</b>		
LEE HANLEY EXXON MOBIL	901 WEST ARROW HIGHWAY #473 SAN DIMAS, CA 91733	(951) 270-5163		
<b>Tank No.</b>	<b>Size in Gal.</b>	<b>Contents</b>	<b>Status</b>	<b>Date</b>
T001	10,000 gallons	GASOLINE	CLOSED BY REMOVAL	8/19/09
T002	10,000 gallons	GASOLINE	CLOSED BY REMOVAL	8/19/09
T003	10,000 gallons	GASOLINE	CLOSED BY REMOVAL	8/19/09
T004	10,000 gallons	GASOLINE	CLOSED BY REMOVAL	8/19/09

### III. RELEASE AND SITE CHARACTERIZATION INFORMATION

Cause Release: Elevated Levels of TPH Gasoline in Borings		Substance Released: Gasoline	
Site Characterization complete: YES		Date Approved By Oversight Agency: 8/15/2013	
Monitoring Wells Installed? YES		Number: 8	Proper Screened Interval? YES
Highest GW Depth B.G. Surface: 2.01'		Lowest Depth: 6.35'	Flow Direction: NORTH
Most Sensitive Current Use: BENEFICIAL GROUNDWATER USE: NONE DESIGNATED EXISTING BENEFICIAL SURFACE WATER USE: REC2 AND POTENTIAL: REC1			
Are Drinking Water Wells Affected? NO		Aquifer Name: 906.50-TECOLOTE HYDROLOGIC AREA	
Is Surface Water Affected? NO		Nearest SW name: TECOLOTE CREEK 1.5 MILES WEST	
Off-Site Beneficial Use Impacts (addresses/locations): NA			
Report(s) on file? YES		Where is Report(s) Filed? COUNTY OF SAN DIEGO, ENVIRONMENTAL HEALTH	
<b>TREATMENT AND DISPOSAL OF AFFECTED MATERIAL</b>			
<b>Material</b>	<b>Amount (Include Units)</b>	<b>Action (Treatment or Disposal)</b>	<b>Date</b>
Soil	28 Drums	Treatment, TPS Technologies, Adelanto, CA	7/31/09
Groundwater	200 Gallons	Treatment, Crosby & Overton, Long Beach CA	7/31/09
Tanks	4 Tanks	Disposal - Miramar Landfill, San Diego, CA	8/19/09
Groundwater	17,100 Gallons	Treatment, Crosby & Overton, Long Beach CA	8/19/09
Tank Rinsate	800 Gallon	Treatment, Demenno Kerdoon, Compton CA	8/19/09
Tank Rinsate	150 Gallons	Treatment, Crosby & Overton, Long Beach CA	8/19/09
Soil	255.28 Tons	Treatment, TPS Technologies, Adelanto, CA	8/24/09
Soil	2.97 Tons	Treatment, Soil Safe, Adelanto, CA	10/27/10
Groundwater	220 Gallons	Treatment, Crosby & Overton, Long Beach CA	10/27/10



# **Case Closure Summary** **Leaking Underground Fuel Storage Tank Program**

## **III. RELEASE AND SITE CHARACTERIZATION INFORMATION (Continued)**

**H12820-002**

MAXIMUM DOCUMENTED CONTAMINANT CONCENTRATIONS -		MAXIMUM	REMAINING
<b>SOIL</b>			
Gasoline		= 2,268 mg/kg	= 2,268 mg/kg
Diesel		= 130 mg/kg	= 130 mg/kg
Benzene		= 4.5 mg/kg	= 4.5 mg/kg
Toluene		= 86.2 mg/kg	= 86.2 mg/kg
Ethyl benzene		= 36.5 mg/kg	= 36.5 mg/kg
Xylene (individual isomers or total)		= 238.5 mg/kg	= 238.5 mg/kg
Methyl-tert-butyl ether (MTBE)		= 3.0 mg/kg	= 3.0 mg/kg
TBA		= 15 mg/kg	= 15 mg/kg
<b>WATER</b>			
LPH		0 feet	0 feet
Gasoline		= 1,040 ug/l	= 1,040 ug/l
Benzene		= 330 ug/l	= 9.49 ug/l
Toluene		= 0.77 ug/l	< 0.5 ug/l
Ethyl benzene		= 1.6 ug/l	= 0.31 ug/l
Xylene (individual isomers or total)		= 7.5 ug/l	= 0.75 ug/l
Methyl-tert-butyl ether (MTBE)		= 170 ug/l	= 72.6 ug/l
TBA		= 24,700 ug/l	= 14,500 ug/l

### **Comments:**

This site is currently a vacant lot.

The former release (H12820-001) involved a gasoline release from USTs that were removed in August 1986. The case was closed August 8, 1994.

This release (H12820-002) was discovered during a Phase II investigation in August 2009. The extent of soil contamination was further delineated with additional soil borings. All four tanks, piping and dispensers were removed in August 19, 2009 and all structures on site were demolished.

From 2009 to 2010, eight groundwater monitoring wells were installed at which time the groundwater plume was delineated. Groundwater samples from monitoring wells related to the Arco Station 1986 (Release #H15189-001), located east of the site (6130 Balboa Ave), and Shell (Release #H13176-002), located southeast of the site (6125 Balboa Ave), were also used to delineate the plume.

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

The consultant proposed natural attenuation because:

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

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

The consultant states that approximately 37.5 cubic yards of soil remain on site with over 100 mg/kg TPHg. This soil is located in the area on the east side of the property (boring DV6 southeast of former tank T0004) to a depth of approximately 4' bgs.

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

**Case Closure Summary**  
**Leaking Underground Fuel Storage Tank Program**

**IV. CLOSURE**

**H12820-002**

Does completed corrective action protect existing beneficial uses per the Regional Board Basin Plan? YES

Does completed corrective action protect potential beneficial uses per the Regional Board Basin Plan YES

Does corrective action protect public health for current land use? YES

Case oversight completed based upon the following site use: COMMERCIAL

Site Management Requirements:

ANY CONTAMINATED SOIL EXCAVATED AS PART OF SUBSURFACE CONSTRUCTION WORK MUST BE MANAGED IN ACCORDANCE WITH THE LEGAL REQUIREMENTS AT THAT TIME.

Should corrective action be reviewed if land use changes? YES

Monitoring Wells Decommissioned: YES

Number Decommissioned: 8\*

Number Retained: NA

List Actions Taken: NOTICE OF REIMBURSEMENT / LOCAL

List Enforcement Actions Rescinded: NONE

**V. LOCAL AGENCY REPRESENTATIVE DATA**

Name: TONY V. SAWYER, PG 4345, CHg 40

Title: HYDROGEOLOGIST

Signature: 

Date: 3-19-14

**VI. RWQCB NOTIFICATION**

Date Submitted to RB: N/A – Non Beneficial

RB Response: N/A

RWQCB Staff Name: N/A

Title: N/A

Date: N/A

**VII. ADDITIONAL COMMENTS, DATA, ETC.**

\* A permit application has been received for the destruction of the existing monitoring wells on-site.  
The permit number is DEH-2014-LWMP 000813.

This document and the related CASE CLOSURE LETTER, shall be retained by the lead agency as part of the official site file.



# County of San Diego

**ELISE ROTHSCILD**  
DIRECTOR

DEPARTMENT OF ENVIRONMENTAL HEALTH  
LAND AND WATER QUALITY DIVISION  
P.O. BOX 129261, SAN DIEGO, CA 92112-9261  
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**AMY HARBERT**  
ASSISTANT DIRECTOR

July 13, 2016

Mr. Shahram Dehghani  
Art of Construction, LLC  
10724 Wilshire Blvd., Suite #1506  
Los Angeles, CA 90024

Dear Mr. Dehghani:

VOLUNTARY ASSISTANCE PROGRAM - DEH CASE – DEH2016 LSAM 000379  
RESPONSE LETTER  
BALBOA EXPRESS CAR WASH  
6066 BALBOA AVENUE, SAN DIEGO, CA 92111

Staff of the Department of Environmental Health, Site Assessment and Mitigation Program (SAM) have reviewed the June 22, 2016 *Soil Management Plan* (SMP) prepared by Frey Environmental. The report describes the scope of work for the segregation, reuse and disposal of soils to be excavated at this site during a grading project for the construction of a future car wash. Soil on site will be excavated up to 4 feet below grade. The report discusses segregation and sampling protocols if impacted soils are noted. The SMP, including the sampling protocols and parameters, is *approved*. Please note that any off-site reuse of soils will require a conditional waiver from the Regional Water Quality Control Board (RWQCB).

In addition, SAM staff have also reviewed the June 22, 2016 *Community Health and Safety Plan* (CHSP), also submitted by Frey Environmental. The report addresses proposed safeguards for the community due to the excavation, stockpiling and loading of soils generated during the grading project. The report describes the proposed methods for the application of water to control dust, the use of Photo Ionization Detectors (PID) to monitor hydrocarbon vapors and the protocols to be followed if PID readings are noted. The report further discusses methods of noise control, BMP's and emergency planning. It also contains a sample public notification. The CHSP, and format of public notification, is also *approved*.

If you have any questions, please call me at (858) 505-6856.

Sincerely,

Ewan Moffat PG 7207, CHg 972, Project Manager  
Site Assessment and Mitigation Program

cc: Mr. Ed Rands, Frey Environmental.

**SOIL MANAGEMENT PLAN  
BALBOA EXPRESS CAR WASH PROJECT  
6066 BALBOA AVENUE  
SAN DIEGO, CALIFORNIA  
(APN 361-261-18-00)**

**VOLUNTARY ASSISTANCE PROGRAM (VAP)**

**Prepared by:**

**FREY Environmental, Inc.  
2817A Lafayette Avenue  
Newport Beach, California 92663-3715  
(949) 723-1645  
freyinc@freyinc.com**

**Project No.: 366-05**

**June 22, 2016**

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A - SITE LOCATION MAP AND GRADING PLAN

## 1.0 INTRODUCTION

This Soil Management Plan (SMP) describes the setting, subsurface environmental conditions, and presents a soil management plan to be implemented during redevelopment of the property located at 6066 Balboa Avenue in San Diego, California (“Site”). The location of the Site is shown on the site location map included in Appendix A. The Site was recently the location of a fuel service station, and is proposed to be redeveloped as a car wash. The proposed car wash layout is shown on the grading plan included in Appendix A.

### 1.1 Purpose and Scope

This SMP is designed to assist the Site owner with guidelines to identify potential or known environmental conditions that may be encountered during excavation activities associated with the Site redevelopment project to ensure compliance with applicable laws and regulations.

This SMP will assist in achieving best practice environmental management for the excavation, management and disposal and/or re-use of soil during Site redevelopment. The project will involve an area of disturbed soil of approximately 0.57 acre.

### 1.2 Potential Chemical Constituents of Concern in Soil

Petroleum hydrocarbon constituents could possibly be encountered during the subject project based on the past site usage, and the results of historical subsurface investigations conducted at the Site (Cardno, 2013). As such, this SMP incorporates information regarding the management and handling of soils suspected of containing petroleum hydrocarbons. Past Site usage and previous subsurface soil and groundwater investigative work conducted at the Site are discussed in Section 2.0.

## 2.0 ENVIRONMENTAL BACKGROUND

### 2.1 Former Fuel Service Station

A fuel service station, designated “Mobil Station #18-F95,” formerly occupied the Site. An unauthorized release of gasoline to the subsurface occurred at the former fueling facility, which was designated “Unauthorized Release H12820-002” by the County of San Diego Department of Environmental Health (SDDEH).

A complete description of historical soil and groundwater investigations conducted at the Site pertaining to assessment of the unauthorized release are presented in a report by Cardno ERI entitled, *Corrective Action Plan...*, dated July 17, 2013 (“CAP”)(Cardno, 2013).

The SDDEH case for the unauthorized release was eventually closed by the SDDEH on March 19, 2014 (SDDEH, 2014). Since the results of subsurface investigative work conducted at the Site indicated that the petroleum hydrocarbons present beneath the Site were relatively limited in occurrence and extent, and at concentrations below State Water Resources Control Board (SWRCB) Low Threat UST Case Closure Policy (LTCP) threshold values, no active soil or groundwater remediation was required at the Site (SDDEH, 2014).

## **2.2 Groundwater**

Based on historical groundwater monitoring and sampling conducted at the Site, groundwater had historically occurred at depths of approximately 2 to 6 feet below ground surface (bgs) prior to the SDDEH case closure in 2014, and contains petroleum hydrocarbons at concentrations considered low risk (Cardno, 2013). Since the SDDEH case closure in 2014, groundwater levels dropped dramatically due to the on-going draught conditions. Groundwater was only encountered at 15 feet in one of four soil borings advanced to depths ranging from 15 to 25 feet bgs during a subsequent geotechnical investigation conducted in 2015 (SPI, 2015). As such, groundwater will not be encountered during the proposed Site re-development since the deepest depths of excavation will only be up to 4 feet bgs at the proposed building slabs for the car wash and office building (see attached figure).

## **2.3 Soil and Groundwater Remediation**

In the CAP prepared by Cardno, natural attenuation was the recommended remedial action to reduce the remaining concentrations of petroleum hydrocarbons beneath the Site (Cardno, 2013). The SDDEH concurred that natural attenuation was an appropriate remedial method to reduce the concentrations of petroleum hydrocarbons in soil and groundwater beneath the Site, and ultimately closed the case on March 19, 2014. Active remediation was never conducted at the Site (SDDEH, 2014).

## **2.4 Chemical Impacts**

Petroleum hydrocarbons are present in soil and groundwater beneath the Site, and those in soil could possibly be encountered in soil excavated during Site redevelopment activities.

## **3.0 SOIL MANAGEMENT PLAN**

It is anticipated that petroleum hydrocarbons may be encountered in soil during grading and excavation work.

Soils generated during grading and excavation work for the Site redevelopment project will be monitored for the presence of petroleum hydrocarbons by FREY in the field using a photoionization detector (PID). Should petroleum hydrocarbon impacted soils be encountered that require removal from the Site, they will be managed and disposed of as described in Sections 5.0 and 6.0, respectively.

## **4.0 SITE CONTROL MEASURES**

This section outlines the site control measures to be implemented to minimize potential exposure to and the accidental spread of soils containing petroleum hydrocarbons if such are encountered during Site redevelopment. It is anticipated that petroleum hydrocarbons may be encountered in soils during excavation and grading. The most likely area where such soils could be encountered at the northeastern corner of the proposed building pad for the car wash tunnel (see attached figure), where the deepest excavation work (approximately 4 feet bgs) will be conducted.



Listed below are the work zones that shall be established when potentially contaminated soils are encountered at the Site. The zone boundaries may be modified as necessary as new information becomes available. Changes to the exclusion zone will be communicated daily, during the Site tailgate safety meeting. Additional details will be provided in a community health and safety plan (HSP) for the subject project.

#### **4.1 Exclusion Zone**

The Exclusion Zone is where there will be direct contact with potentially contaminated soil. The level of personal protective equipment (PPE) required shall be based on the specific hazard and existing Site conditions. The boundary of the Exclusion Zone may be defined with delineators, caution tape, barricades, and/or signage. Modification to the size and boundary of the Exclusion Zone will be made in the field at the time, based on the scope of work and the Project Manager's discretion.

#### **4.2 Support Zone**

Between the Exclusion Zone and the Support Zone a Decontamination Zone may be established, where workers exposed to soils with concentrations of petroleum hydrocarbons in the Exclusion Zone are to remove contaminated suits or other articles of clothing affected by the exposure and wash themselves clean of residual materials before proceeding to the Support Zone. In the Support Zone, areas are to be set aside for eating and resting; the Support Zone may be used as a storage area for operations equipment, as well, and air monitoring will also be feasible from here.

#### **4.3 Personal Hygiene and General Safety Requirements**

Within the Exclusion Zone, personnel supervising or performing work that may be subject to exposures to vapors or contaminated soil shall observe and strictly adhere to the provisions of the Site Specific and Community HSP. Any personnel found disregarding the provisions of the Site Specific and Community HSP will be barred from the Site.

No facial hair which interferes with the effectiveness of a respirator shall be permitted on personnel required or potentially required to wear respirators. PPE must be utilized by on-Site personnel when deemed necessary. Each individual will be responsible for the proper inspection and maintenance of his or her PPE prior to entering the Exclusion Zone. Hard hats and safety glasses with side shields will be worn on-Site at all times. No open flames or smoking will ever be permitted in the Exclusion Zone.

## 5.0 MANAGEMENT OF SOILS AT THE SITE

### 5.1 Soil Excavation Parameters

The Site is located as shown on the attached figure in Appendix A. The disturbed soil area for the project is approximately 0.57 acre. Excavated soils and materials will be observed for the potential presence of petroleum hydrocarbons. Such materials will be observed, analyzed and removed as they are encountered.

Handling, storing, transporting and disposing of impacted soils are subject to federal, State and local regulations depending upon whether the impacted soils are considered hazardous or non-hazardous as described in CCR Title 22. The determination as to whether the impacted soil is hazardous is based on the following hazardous waste characteristics: ignitability, corrosivity, reactivity and toxicity. It is highly unlikely that any impacted soils encountered will exhibit any of these four characteristics based on the nature of the contaminants, concentrations of the contaminants, and/or the buffering/neutralizing nature of soil.

Regardless of whether the soil in question is hazardous or non-hazardous, records should be maintained regarding its transportation and disposal. In addition the contractor should implement appropriate health and safety procedures to prevent or minimize potential exposure of impacted soil to workers, the surrounding community and the environment. Workers should conduct their activities in accordance with State rules as outlined in the HSP.

### 5.2 Soil Screening and Segregation

#### 5.2.1 Soil Screening Methods

Should soils containing petroleum hydrocarbons be encountered during excavation activities, undifferentiated volatile organic compounds (UVOCs) will be screened in the field using a PID. Personnel trained in the operation, calibration and application of the manufacturer's methods for PID use will be allowed to conduct soil screening. The PID must be calibrated daily in accordance with the manufacturer's manual and protocol. Field methods and calibration documentation must be recorded and will be submitted a part of a final summary report discussed in Section 7.0.

#### 5.2.2 Soil Stockpile Segregation

Should soils excavated during the project be found to contain potential petroleum hydrocarbon constituents, excavated soils would then be separated into two or more stockpiles based upon visual, olfactory and PID monitoring. Soils which do not exhibit evidence of visual or olfactory impact or do not exhibit a PID reading in excess of 50 parts per million by volume (ppmv) will be stockpiled in the area designated for soils suitable for reuse. Soil stockpile sizes will be kept to a manageable size, anticipated to be less than 100 cubic yards.

Soils which exhibit PID readings in excess of 50 ppmv will be stockpiled in the area designated for "potentially impacted" soils. Soils which are discolored or malodorous, as determined by field personnel, will also be stockpiled in the "potentially impacted" soil stockpile.

### 5.2.3 Excavation Confirmatory Field Screening

If excavation soil samples are required, upon completion of excavation activities field personnel shall enter the excavation in areas less than 4 feet in depth to screen the excavation bottom and sidewall soils with a PID if required. Field personnel shall screen sidewall soils by placing the PID approximately 3 inches from the exposed soil surface at approximate 100 foot intervals around the entire excavation. Soils which comprise the excavation bottom will be screened in a similar fashion with field personnel traversing the excavation following an approximate 50 foot grid pattern. Soil screening locations which exhibit greater than 50 ppm on the PID, and/or are discolored or malodorous will be recorded on a hand held GPS unit.

### **5.3 Soil Stockpile Construction**

Soil stockpiles must either be placed on an asphalt or concrete surface or on 20 millimeter thick plastic sheeting placed upon an unpaved surface. The clean and potentially impacted soil piles must be covered with a minimum of 6 millimeter thick plastic sheeting. Seams in the plastic sheeting must overlap a minimum of 24 inches. Sandbags or other appropriate weighting objects must be placed on the overlapping seams to secure the sheeting in place.

The working face of the potentially impacted soil pile will be moistened with water to prevent volatile organic compound (VOC) emissions during work and will be recovered during periods of inactivity which exceed one day. At the end of each work day, all soil piles shall be completely covered and securely anchored to prevent any exposure of soil to the atmosphere.

Erosion controls (fiber roll, rock berms,...) must be installed and maintained around all soil piles. Controls must be inspected by the contractor each working day. Erosion controls in need of repair or replacement must be conducted within 24 hours of discovery.

All soil stockpiles must be located a minimum of 20 feet from a storm water surface drain. Soil stockpiles must have identification markers which correspond to where the soil originated from in the excavation. The boundaries of each soil stockpile will be recorded. Soil stockpiles are anticipated to be no larger than 100 cubic yards in size.

### **5.4 Dust and Vapor Control**

Dust and vapor emissions shall be controlled during the project such that no noticeable dust or odor is observable outside the controlled work area. Dust and vapor control measures may be implemented during construction to minimize dust/odor emissions. Dust suppression may be performed by actively spraying water on construction debris and exposed soil during handling, sizing, separating and loading. Additional dust control measures may include: using a perimeter misting system, covering waste within the excavation and on stockpiles, covering non-active stockpiles with plastic sheeting, and temporarily suspending dust-generating activities until the problem has been resolved.

Equipment and vehicles used to load and move soil will be operated at speeds that minimize generation of airborne particles. The distance soil is dropped onto stockpiles and into containers will be minimized. Soil transfer will be conducted on the leeward side of trucks/stockpiles to reduce the potential for wind to generate particulates. Soil stockpiles will be placed and shaped to minimize generation of particles from wind if feasible. Trucks transporting soils and containers holding soil will be covered with tarps. Soil disturbance and loading activities will be halted and the work areas secured if wind speeds exceed 25 miles per hour. Soil stockpiles will be placed on and covered with plastic sheeting. The plastic sheeting covering the stockpiles will be secured with sandbags or equivalent.

## **5.5 Soil Sampling of Excavation and Soil Stockpiles**

### **5.5.1 Soil Sampling Methodology**

Personnel collecting soil samples will put on unused latex gloves prior to the collection of each sample. A 1-foot by 1-foot square area will be etched into the surficial soils to designate the sample collection area. Soil samples will be collected by inserting a trowel directly into the freshly exposed soil surface. The extracted soil will be directly transferred into a laboratory supplied, 4-ounce, screw top, glass jar. The trowel will be used to fill the glass jar to maximum capacity. A sheet of Teflon sheeting will be placed over the open end of the sample jar. The cap will be screwed onto the jar until tight. Each sample will be labeled with a sample specific identification (for example Area 1, Sample 1), time and date, and soil sampler's name.

The use of new gloves, sample jars and Teflon tape for the collection of each sample will minimize the potential for cross-contamination. Equipment that will be reused must be decontaminated with triple rinse and non-phosphate detergent using de-ionized water for the last rinse.

The samples will then be placed in a chest cooled with ice as discussed in greater detail in Section 5.5.5.

### **5.5.2 Soil Sampling of Soil Stockpiles**

Soil samples will not be collected from the soil pile(s) classified as suitable for reuse during the excavation and segregation of soils.

Soils classified as "potentially impacted" will be sampled at the following frequencies:

- Stockpiles containing up to 500 cubic yards: collect a minimum of one soil sample per 25 cubic yards or portion thereof (for example, a 130 cubic yard stockpile will require 6 soil samples). The stockpile will be divided into 25 cubic yard portions and a minimum of one sample will be obtained from each 25 cubic yard portion. Sample locations will be randomly selected within each 25 cubic yard portion of the stockpile.
- Stockpiles over 500 cubic yards require a minimum of 20 soil samples.

All soil samples should be submitted for laboratory analysis as discussed in Section 5.5.5. Soil sample results will be used to profile soils for off-Site disposal.

Soil sample locations will be selected per the County of San Diego Department of Environmental Health Site Assessment and Mitigation (SAM) Manual Section 5.XI.B.5. Each sample location will be recorded using a hand held global positioning system (GPS) unit. Soil sample collection depths within the soil stockpile should not be collected from depths less than 12 inches from the exposed surface of the stockpile.

#### 5.5.3 Soil Sampling of Excavation

Soil samples may be collected from excavation bottom(s) or sidewall(s) at locations identified during the screening process to document concentrations of petroleum hydrocarbons left in place. Soil samples will be collected from excavation sidewalls and bottoms with the use of a hand auger with extension rods, an excavator bucket, or a backhoe as applicable, and transferred to laboratory containers as described in Section 5.5.1. Personnel will not enter excavations greater than 4 feet in depth to collect excavation samples.

#### 5.5.4 Decontamination Procedures

The soil sampling methodology has been designed to minimize, if not eliminate, the prospect for cross contamination. Tools used as part of the soil sampling process that are not disposable/dedicated for each sample location will be cleaned between sample intervals using a triple rinse consisting of: a brush and tap water rinse, followed by a brush and a non phosphate-TSP solution rinse, followed by de-ionized water rinse. The decontamination station will be placed upwind of all sampling areas.

#### 5.5.5 Sample Transport and Laboratory Analyses of Soil Samples

After collection and labeling, each soil sample will be placed in an ice chest packed with ice and cooled to a maximum of 4 degrees Celsius and delivered to the laboratory. At the end of each work day, the cooler will be transported to the laboratory using chain of custody protocol. Soil samples will be analyzed by a State of California certified hazardous waste testing laboratory.

Soil samples may be analyzed for at least one of the following parameters:

- TPH-full carbon chain breakdown by EPA Method No. 8015B(M). The breakdown ranges are C<sub>4</sub> to C<sub>12</sub> (gasoline); C<sub>10</sub> to C<sub>22</sub> (diesel); C<sub>22</sub> to C<sub>44</sub> (heavy end oil). The detection limit for each carbon range for soil will be 10 mg/kg. The holding time is 14 days for preserved samples. The holding time is seven days for unpreserved samples.
- VOCs by EPA Method No. 8260B. The detection limits range from 0.001 mg/kg to 0.050 mg/kg. The holding time for preserved soil samples (assuming extraction within 48 hours) is 14 days. The holding time is seven days for unpreserved samples.
- Title 22 metals by EPA Method No. 6010B and 7471A. The detection limits range from 0.500 mg/kg to 0.100 mg/kg. The holding time for soil is 180 days.

## **6.0 SOIL LOADING AND OFF SITE DISPOSAL**

### **6.1 Soil Loading**

The project manager will identify the correct soil pile and direct field personnel to remove the plastic sheeting from the area of the pile which will be the working face. The remainder of the pile will remain covered with sheeting until the working face migrates further into the pile and requires removal of sheeting. Water will be misted onto the working face, onto soils collected within the loader bucket and onto the soil as it is dumped into the end dump or truck and transfer. Once the end dump or truck and transfer is determined to be full, the truck driver will pull a tarp over the exposed soils and secure the tarp to the truck.

Equipment and vehicles used to load and move soil will be operated at speeds that minimize the generation of airborne particles. In addition, the excavated areas and stockpiles will be wetted regularly to minimize the potential for dust. During soil transfer operations, the distance that soil is dropped into containers, stockpiles or trucks will be minimized. Soil transfer will take place on the leeward side of trucks and/or stockpiles to reduce the potential for wind to generate particles. Soil disturbance and/or loading activities will be halted if wind speeds exceed 25 mph and the work area secured until the wind subsides.

Vehicles leaving the Site will be directed to drive over rumble strips prior to exiting the Site to remove soil from tires.

### **6.2 Soil Disposal**

Contaminated soil from the project shall not be re-used or disposed of at any other place outside of the Site property except the disposal facility discussed in this section.

Petroleum hydrocarbon impacted soil will be profiled, transported and disposed of under non-hazardous waste manifest to Soil Safe of California, Inc., a State licensed recycling facility located in Adelanto, California. The contractor will complete and supply each truck with a non-hazardous waste manifest to be presented to the weigh master at Soil Safe. Non-hazardous waste will be hauled by appropriately licensed and permitted transportation firms.

Though not anticipated, should soils classified as California Hazardous Waste or as Resource Conservation and Recovery Act (RCRA) federal hazardous waste be encountered, they will be disposed of at appropriate disposal facilities as either California Hazardous Waste or as RCRA hazardous waste.

## 7.0 REPORTING

Daily, monthly and final summary reporting will be conducted for the project. The summary report will include, but not be limited to, a narrative of excavation activities, soil screening activities and results, laboratory analyses and results, health and safety implementation, and documentation of final soil disposal.

Supporting documentation will include, but not be limited to:

- Figures showing the Site location, excavation limits, cross sections as needed, soil screening readings and soil sample locations, and laboratory analytical data;
- Tables which summarize laboratory analytical data for all soil samples collected as part of the Site redevelopment, a summary of tons of soil disposed of off-Site.
- Appendices which include PID daily calibration forms, photographs of work conducted in chronological order, laboratory analytical data sheets and chain of custody forms, weight tickets and soil disposal manifests.
- Photo documentation of the excavation/removal of impacted soils.

In addition to providing a final summary report, daily field reports documenting observation of soil screening, field instrument readings and analysis of potentially impacted stockpiles will be prepared during the project. The daily field reports will include, as applicable:

- Soil stockpile records, including Site source of the soil.
- Location of the stockpile(s).
- Location of samples within the soil stockpile(s).
- Laboratory report of soil stockpile sample analyses.
- Disposition of the stockpile and a statement if the soil was re-used on-site or disposed of at Soil Safe.
- Documentation of disposal at Soil Safe with copies of manifests and truck trip tickets.

## 8.0 LIMITATIONS

The judgments described in this report are professional opinions based solely within the limits of the scope of work authorized, and pertain to conditions judged to be present or applicable at the time the work was performed. Future conditions may differ from those described herein, and this report is not intended for future evaluations of this Site unless an update is conducted by a consultant familiar with environmental assessments.

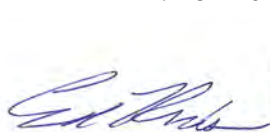
This report was compiled from information supplied to FREY Environmental, Inc. from outside sources, and other information that is in the public domain. FREY Environmental, Inc. makes no warranty as to the accuracy of statements made by others, which may be contained in this report, nor are any other warranties or guarantees, expressed or implied, included or intended by the report, except that it has been prepared in accordance with the current accepted practices and standards consistent with the level of care and skill exercised under similar circumstances by other professional consultants or firms performing similar services. Future environmental investigations may reveal site conditions not indicated in the data reviewed by FREY Environmental, Inc. Additionally, changes in standards or regulations applicable to the Site may occur. The findings of this report may be partially or wholly invalidated by changes of which FREY Environmental, Inc. is not aware or has not had the opportunity to evaluate.

Environmental assessments provide an additional source on information regarding the environmental conditions of a particular property or facility. The report to the Client is a professional opinion and judgment, dependent upon FREY's knowledge and information obtained during the course of performance of the services.

Should you have any questions regarding this letter, please contact me at (949) 723-1645.

Sincerely,

**FREY Environmental, Inc.**



Ed Rands  
Senior Project Engineer  
P.E. #58183

***FREY Environmental, Inc.***



## REFERENCES

- Cardno ERI, 2013; *Corrective Action Plan, Former Mobil Station 18F95, 6066 Balboa Avenue, San Diego, California*, dated July 17, 2013.
- Cardno ERI, 2014; *Well Destruction Report, Former Mobil Station 18F95, 6066 Balboa Avenue, San Diego, California*, dated April 8, 2014.
- SDDEH (County of San Diego Department of Environmental Health), 2014; Case Closure Letter for Unauthorized Release H12820-002, Mobil Station 18-F95, 6066 Balboa Avenue, San Diego, CA 92111, dated March 19, 2014.
- SPI (Soil Pacific, Inc.), 2015; *Preliminary Soil and Foundation Engineering Evaluation Report, Proposed Commercial Building (Carwash), 6066 Balboa Avenue, San Diego, California*, dated September 24, 2015.

**APPENDIX A**  
**SITE LOCATION MAP AND**  
**GRADING PLAN**







City of San Diego  
2016 STORM WATER STANDARDS  
WATER QUALITY STUDY BMP REPORT

Prepared By: Mark Browe  
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Tel: (949) 492-8586

Date Prepared: June 22, 2016

***STANDARD DEVELOPMENT PROJECT***

***BALBOA EXPRESS CAR WASH – 6066 BALBOA AVENUE***

This report identifies the required permanent best management practices for Standard Development Projects per the City of San Diego's Storm Water Standards.

The City's Storm Water Standards are available online at:

<http://www.sandiego.gov/stormwater/pdf/citysdstormwaterstandardsmanualdraft2015.pdf>

The 6 Source Control BMP's and 8 Site Design BMP's for Standard Development Projects are listed below, along with a discussion regarding the applicability, feasibility, and/or implementation of each BMP for this project.

**Required Permanent Best Management Practices for Standard Development Projects**

**Source Control (SC) BMP Requirements:**

**How to comply:** Projects shall comply with this requirement by implementing source control BMPs listed in this section that are applicable to their project. Applicability shall be determined through consideration of the development project's features and anticipated pollutant sources.

**SC-1: Prevent illicit discharges into the MS4**

An illicit discharge is any discharge to the MS4 that is not composed entirely of storm water except discharges pursuant to a National Pollutant Discharge Elimination System permit and discharges resulting from firefighting activities. Projects must effectively eliminate discharges of non-storm water into the MS4. This may involve a suite of housekeeping BMPs which could include effective irrigation, dispersion of non-storm water discharges into landscaping for infiltration, and controlling wash water from vehicle washing.

**DISCUSSION:**

- The site irrigation system shall be equipped with a smart controller and rain gauge to regulate on-site irrigation water, and avoid overwatering or watering on rainy days.
- The proposed car wash is a self-contained building, with a process for recycling/reuse of wash water. Discharges from the car wash are connected directly to the sanitary sewer system.

## **SC-2: Identify the storm drain system using stenciling or signage**

Storm drain signs and stencils are visible source controls typically placed adjacent to the inlets. Posting notices regarding discharge prohibitions at storm drain inlets can prevent waste dumping. Stenciling shall be provided for all storm water conveyance system inlets and catch basins within the project area. Inlet stenciling may include concrete stamping, concrete painting, placards, or other methods approved by the local municipality. In addition to storm drain stenciling, projects are encouraged to post signs and prohibitive language (with graphical icons) which prohibit illegal dumping at trailheads, parks, building entrances and public access points along channels and creeks within the project area.

Language associated with the stamping (e.g., “No Dumping-Drains to Ocean”) must be satisfactory to the City Engineer. Stamping may also be required in Spanish.

### **DISCUSSION:**

- On-site drain inlets shall be stamped “No Dumping – Drains to Ocean”, or with similar wording, to the satisfaction of the City Engineer.

## **SC-3: Protect outdoor material storage areas from rainfall, run-on, runoff, and wind dispersal**

Materials with the potential to pollute storm water runoff shall be stored in a manner that prevents contact with rainfall and storm water runoff. Contaminated runoff shall be managed for treatment incorporate the following structural or pollutant control BMPs for outdoor material storage areas, as applicable and feasible:

Materials with the potential to contaminate storm water shall be:

- Placed in an enclosure such as, but not limited to, a cabinet, or similar structure, or under a roof or awning that prevents contact with rainfall runoff or spillage to the storm water conveyance system; or
  - Protected by secondary containment structures such as berms, dikes, or curbs.
  - The storage areas shall be paved and sufficiently impervious to contain leaks and spills, where necessary.
- (continued below)
- The storage area shall be sloped towards a sump or another equivalent measure that is effective to contain spills.
  - Runoff from downspouts/roofs shall be directed away from storage areas.
  - The storage area shall have a roof or awning that extends beyond the storage area to minimize collection of storm water within the secondary containment area. A manufactured storage shed may be used for small containers.

### **DISCUSSION:**

- At present there are no designated outdoor material storage areas for this project. Any outdoor material storage areas added post-development shall incorporate the control measures listed above to the maximum extent feasible, but at a minimum the areas shall be covered and located outside of the path of roof water and surface drainage.

## **SC-4: Protect materials stored in outdoor work areas from rainfall, run-on, runoff, and wind dispersal**

Outdoor work areas have an elevated potential for pollutant loading and spills. All development projects shall include the following structural or pollutant control BMPs for any outdoor work areas with potential for pollutant generation, as applicable and feasible:

- Create an impermeable surface such as concrete or asphalt, or a prefabricated metal drip pan, depending on the size needed to protect the materials.
- Cover the area with a roof or other acceptable cover.

- Berm the perimeter of the area to prevent water from adjacent areas from flowing on to the surface of the work area.
- Directly connect runoff to sanitary sewer or other specialized containment system(s), as needed and where feasible. This allows the more highly concentrated pollutants from these areas to receive special treatment that removes particular constituents. Approval for this connection must be obtained from the appropriate sanitary sewer agency.
- Locate the work area away from storm drains or catch basins.

#### DISCUSSION:

- At present there are no designated outdoor work areas associated with this project. Any outdoor work areas added post-development shall incorporate the control measures listed above to the maximum extent practicable, but at a minimum the areas shall have perimeter controls and be located away from catch basins.

#### **SC-5: Protect trash storage areas from rainfall, run-on, runoff, and wind dispersal**

Storm water runoff from areas where trash is stored or disposed of can be polluted. In addition, loose trash and debris can be easily transported by water or wind into nearby storm drain inlets, channels, and/or creeks. All development projects shall include the following structural or pollutant control BMPs, as applicable:

- Design trash container areas so that drainage from adjoining roofs and pavement is diverted around the area(s) to avoid run-on. This can include berming or grading the waste handling area to prevent run-on of storm water.
- Ensure trash container areas are screened or walled to prevent offsite transport of trash.
- Provide roofs, awnings, or attached lids on all trash containers to minimize direct precipitation and prevent rainfall from entering containers.
- Locate storm drains away from immediate vicinity of the trash storage area and vice versa.
- Post signs on all dumpsters informing users that hazardous material are not to be disposed.

#### DISCUSSION:

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

#### **SC-6: Use any additional BMPs determined to be necessary by the Copermittee to minimize pollutant generation at each project site**

Appendix E.1 provides guidance on permanent controls and operational BMPs that are applicable at a project site based on potential sources of runoff pollutants at the project site. The project shall implement all applicable and feasible source control BMPs listed in Appendix E.1. In addition to the source control BMPs in Appendix E.1, additional source control requirements apply for the following project types within the City jurisdiction. Guidance for implementing these additional source control requirements are presented in Appendix E.

- **SC-6D: Automotive-related Uses:** include but are not limited to facilities that perform maintenance or repair of vehicles, vehicle washing facilities, and retail gasoline outlets. Refer to Appendix E.23

#### DISCUSSION:

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

## **Site Design (SD) BMP Requirements:**

**How to comply:** Projects shall comply with this requirement by using all of the site design BMPs listed in this section that are applicable and practicable to their project type and site conditions. Applicability of a given site design BMP shall be determined based on project type, soil conditions, presence of natural features (e.g. streams), and presence of site features (e.g. parking areas). Explanation shall be provided by the applicant when a certain site design BMP is considered to be not applicable or not practicable/feasible. Site plans shall show site design BMPs and provide adequate details necessary for effective implementation of site design BMPs. The "Site Design BMP Checklist for All Development Projects" located in Appendix I-5 shall be used to document compliance with site design BMP requirements.

### **SD-1: Maintain natural drainage pathways and hydrologic features**

**Maintain or restore natural storage reservoirs and drainage corridors (including topographic depressions, areas of permeable soils, natural swales, and ephemeral and intermittent streams)**

**Buffer zones for natural water bodies (where buffer zones are technically infeasible, require project applicant to include other buffers such as trees, access restrictions, etc.)**

During the site assessment, natural drainages must be identified along with their connection to creeks and/or streams, if any. Natural drainages offer a benefit to storm water management as the soils and habitat already function as a natural filtering/infiltrating swale. When determining the development footprint of the site, altering natural drainages should be avoided. By providing a development envelope set back from natural drainages, the drainage can retain some water quality benefits to the watershed. In some situations, site constraints, regulations, economics, or other factors may not allow avoidance of drainages and sensitive areas. Projects proposing to dredge or fill materials in Waters of the U.S. must obtain Clean Water Act Section 401 Water Quality Certification. Projects proposing to dredge or fill waters of the State must obtain waste discharge requirements. Both the 401 Certification and the Waste Discharge Requirements are administered by the San Diego Water Board. The project applicant shall consult the local jurisdiction for other specific requirements.

Projects can incorporate SD-1 into a project by implementing the following planning and design phase techniques as applicable and practicable:

- Evaluate surface drainage and topography in considering selection of Site Design BMPs that will be most beneficial for a given project site. Where feasible, maintain topographic depressions for infiltration.
- Optimize the site layout and reduce the need for grading. Where possible, conform the site layout along natural landforms, avoid grading and disturbance of vegetation and soils, and replicate the site's natural drainage patterns. Integrating existing drainage patterns into the site plan will help maintain the site's predevelopment hydrologic function.
- Preserve existing drainage paths and depressions, where feasible and applicable, to help
- Structural BMPs cannot be located in buffer zones if a State and/or Federal resource agency (e.g. SDRWQCB, California Department of Fish and Wildlife; U.S. Army Corps of Engineers, etc.) prohibits maintenance or activity in the area.

## **DISCUSSION:**

- The proposed project includes a significant amount of pervious paving, per E.6. SD-6B Permeable Pavement, which will reduce the volume of runoff discharged from the project site through on-site storage and infiltration.
- There are no natural streams or water bodies within, or adjacent to, the project site.

## **SD-2: Conserve natural areas, soils and vegetation**

### **• Conserve natural areas within the project footprint including existing trees, other vegetation, and soils**

To enhance a site's ability to support source control and reduce runoff, the conservation and restoration of natural areas must be considered in the site design process. By conserving or restoring the natural drainage features, natural processes are able to intercept storm water, thereby reducing the amount of runoff. The upper soil layers of a natural area contain organic material, soil biota, vegetation, and a configuration favorable for storing and slowly conveying storm water and establishing or restoring vegetation to stabilize the site after construction. The canopy of existing native trees and shrubs also provide a water conservation benefit by intercepting rain water before it hits the ground. By minimizing disturbances in these areas, natural processes are able to intercept storm water, providing a water quality benefit. By keeping the development concentrated to the least environmentally sensitive areas of the site and set back from natural areas, storm water runoff is reduced, water quality can be improved, environmental impacts can be decreased, and many of the site's most attractive native landscape features can be retained. In some situations, site constraints, regulations, economics, and/or other factors may not allow avoidance of all sensitive areas on a project site. Project applicant shall consult the local municipality for jurisdictional specific requirements for mitigation of removal of sensitive areas.

Projects can incorporate SD-2 by implementing the following planning and design phase techniques as applicable and practicable:

- Identify areas most suitable for development and areas that should be left undisturbed. Additionally, reduced disturbance can be accomplished by increasing building density and increasing height, if possible.
- Cluster development on least-sensitive portions of a site while leaving the remaining land in a natural undisturbed condition.
- Avoid areas with thick, undisturbed vegetation. Soils in these areas have a much higher capacity to store and infiltrate runoff than disturbed soils, and reestablishment of a mature vegetative community can take decades. Vegetative cover can also provide additional volume storage of rainfall by retaining water on the surfaces of leaves, branches, and trunks of trees during and after storm events.
- Preserve trees, especially native trees and shrubs, and identify locations for planting additional native or drought tolerant trees and large shrubs.
- In areas of disturbance, topsoil should be removed before construction and replaced after the project is completed. When handled carefully, such an approach limits the disturbance to native soils and reduces the need for additional (purchased) topsoil during later phases.
- Avoid sensitive areas, such as wetlands, biological open space areas, biological mitigation sites, streams, floodplains, or particular vegetation communities, such as coastal sage scrub and intact forest. Also, avoid areas that are habitat for sensitive plants and animals, particularly those, State or federally listed as endangered, threatened or rare. Development in these areas is often restricted by federal, state and local laws.

## **DISCUSSION:**

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



### **SD-3: Minimize impervious area**

- **Construct streets, sidewalks or parking lots aisles to the minimum widths necessary, provided public safety is not compromised**
- **Minimize the impervious footprint of the project**

One of the principal causes of environmental impacts by development is the creation of impervious surfaces. Imperviousness links urban land development to degradation of aquatic ecosystems in two ways:

- First, the combination of paved surfaces and piped runoff efficiently collects urban pollutants and transports them, in suspended or dissolved form, to surface waters. These pollutants may originate as airborne dust, be washed from the atmosphere during rains, or may be generated by automobiles and outdoor work activities.
- Second, increased peak flows and runoff durations typically cause erosion of stream banks and beds, transport of fine sediments, and disruption of aquatic habitat. Measures taken to control stream erosion, such as hardening banks with riprap or concrete, may permanently eliminate habitat. Impervious cover can be minimized through identification of the smallest possible land area that can be practically impacted or disturbed during site development. Reducing impervious surfaces retains the permeability of the project site, allowing natural processes to filter and reduce sources of pollution.

Projects can incorporate SD-3 by implementing the following planning and design phase techniques as applicable and practicable:

- Decrease building footprint through (the design of compact and taller structures when allowed by local zoning and design standards and provided public safety is not compromised).
- Construct walkways, trails, patios, overflow parking lots, alleys and other low-traffic areas with permeable surfaces.
- Construct streets, sidewalks and parking lot aisles to the minimum widths necessary, provided that public safety and alternative transportation (e.g. pedestrians, bikes) are not compromised.
- Consider the implementation of shared parking lots and driveways where possible.
- Landscaped area in the center of a cul-de-sac can reduce impervious area depending on configuration. Design of a landscaped cul-de-sac must be coordinated with fire department personnel to accommodate turning radii and other operational needs.
- Design smaller parking lots with fewer stalls, smaller stalls, more efficient lanes.
- Design indoor or underground parking.
- Minimize the use of impervious surfaces in the landscape design.

### **DISCUSSION:**

- The proposed project includes a significant amount of pervious paving, per E.6. SD-6B Permeable Pavement (see Fact Sheet at the end of this Water Quality Study BMP Report), which will reduce the volume of runoff discharged from the project site through on-site storage and infiltration.
- The pervious paver parking lot is also designed to incorporate the minimum dimensions necessary for access and maneuverability in an effort to increase the area for pervious landscaping.

### **SD-4: Minimize soil compaction**

- **Minimize soil compaction in landscaped areas**

The upper soil layers contain organic material, soil biota, and a configuration favorable for storing and slowly conveying storm water down gradient. By protecting native soils and vegetation in appropriate areas during the clearing and grading phase of development the site can retain some of its existing beneficial hydrologic function. Soil compaction resulting from the movement of heavy construction equipment can reduce soil infiltration rates. It is important to recognize that areas adjacent to and under building foundations, roads and manufactured slopes must be compacted with min. soil density requirements in compliance with local building and grading ordinances.

Projects can incorporate SD-4 by implementing the following planning and design phase techniques as applicable and practicable:

- Avoid disturbance in planned green space and proposed landscaped areas where feasible. These areas that are planned for retaining their beneficial hydrological function should be protected during the grading/construction phase so that vehicles and construction equipment do not intrude and inadvertently compact the area.
- In areas planned for landscaping where compaction could not be avoided, re-till the soil surface to allow for better infiltration capacity. Soil amendments are recommended and may be necessary to increase permeability and organic content. Soil stability, density requirements, and other geotechnical considerations associated with soil compaction must be reviewed by a qualified landscape architect or licensed geotechnical, civil or other professional engineer.

## **DISCUSSION:**

- Landscape areas located around the perimeter of the proposed parking lot and car wash facility do not require compaction for structural support. These areas shall remain untouched in their natural state, where possible. Otherwise, the surficial soils shall be tilled and re-worked to allow for better infiltration of surface water.

### **SD-5: Disperse impervious areas**

#### **Disconnect impervious surfaces through disturbed pervious areas**

#### **Design and construct landscaped or other pervious areas to effectively receive and infiltrate, retain and/or treat runoff from impervious areas prior to discharging to the MS4**

Impervious area dispersion (dispersion) refers to the practice of essentially disconnecting impervious areas from directly draining to the storm drain system by routing runoff from impervious areas such as rooftops, walkways, and driveways onto the surface of adjacent pervious areas. The intent is to slow runoff discharges, and reduce volumes while achieving incidental treatment. Volume reduction from dispersion is dependent on the infiltration characteristics of the pervious area and the amount of impervious area draining to the pervious area. Treatment is achieved through filtration, shallow sedimentation, sorption, infiltration, evapotranspiration, biochemical processes and plant uptake.

The effects of imperviousness can be mitigated by disconnecting impervious areas from the drainage system and by encouraging detention and retention of runoff near the point where it is generated. Detention and retention of runoff reduces peak flows and volumes and allows pollutants to settle out or adhere to soils before they can be transported downstream. Disconnection practices may be applied in almost any location, but impervious surfaces must discharge into a suitable receiving area for the practices to be effective. Information gathered during the site assessment will help determine appropriate receiving areas.

Project designs should direct runoff from impervious areas to adjacent landscaping areas that have higher potential for infiltration and surface water storage. This will limit the amount of runoff generated, and therefore the size of the mitigation BMPs downstream. The design, including consideration of slopes and soils, must reflect a reasonable expectation that runoff will soak into the soil and produce no runoff of the DCV. On hillside sites, drainage from upper areas may be collected in conventional catch basins and piped to landscaped areas that have higher potential for infiltration. Or use low retaining walls to create terraces that can accommodate BMPs.

Projects can incorporate SD-5 by implementing the following planning and design phase techniques as applicable and practicable:

- Implement design criteria and considerations listed in impervious area dispersion fact sheet (SD-5) presented in Appendix E.
- Drain rooftops into adjacent landscape areas.
- Drain impervious parking lots, sidewalks, walkways, trails, and patios into adjacent landscape areas.
- Reduce or eliminate curb and gutters from roadway sections, thus allowing roadway runoff to drain to adjacent pervious areas.
- Replace curbs and gutters with roadside vegetated swales and direct runoff from the paved street or parking areas to adjacent LID facilities. Such an approach for alternative design can reduce the overall capital cost of the site development while improving the storm water quantity and quality issues and the site's aesthetics.
- Plan site layout and grading to allow for runoff from impervious surfaces to be directed into distributed permeable areas such as turf, landscaped or permeable recreational areas, medians, parking islands, planter boxes, etc.
- Detain and retain runoff throughout the site. On flatter sites, landscaped areas can be interspersed among the buildings and pavement areas. On hillside sites, drainage from upper areas may be collected in conventional catch basins and conveyed to landscaped areas in lower areas of the site.
- Pervious area that receives run on from impervious surfaces shall have a minimum width of 10 feet and a maximum slope of 5%.

## **DISCUSSION:**

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

## **SD-6: Collect runoff**

- **Use small collection strategies located at, or as close to as possible to the sources (i.e. the point where storm water initially meets the ground) to minimize the transport of runoff and pollutants to the MS4 and receiving waters**
- **Use permeable material for projects with low traffic areas and appropriate soil conditions**

Distributed control of storm water runoff from the site can be accomplished by applying small collection techniques (e.g. green roofs), or integrated management practices, on small sub-catchments or on residential lots. Small collection techniques foster opportunities to maintain the natural hydrology provide a much greater range of control practices. Integration of storm water management into landscape design and natural features of the site, reduce site development and long-term maintenance costs, and provide redundancy if one technique fails. On flatter sites, it typically works best to intersperse landscaped areas and integrate small scale retention practices among the buildings and paving.

Permeable pavements contain small voids that allow water to pass through to a gravel base. They come in a variety of forms; they may be a modular paving system (concrete pavers, grass-pave, or gravel-pave) or poured in place pavement (porous concrete, permeable asphalt). Project applicants should identify locations where permeable pavements could be substituted for impervious concrete or asphalt paving. The O&M of the site must ensure that permeable pavements will not be sealed in the future. In areas where infiltration is not appropriate, permeable paving systems can be fitted with an under drain to allow filtration, storage, and evaporation, prior to drainage into the storm drain system.

Projects can incorporate SD-6 by implementing the following planning and design phase techniques as applicable and practicable:

- Implementing distributed small collection techniques to collect and retain runoff
- Installing permeable pavements (see SD-6B in Appendix E)

#### DISCUSSION:

- Permeable paving (per E.6. SD-6B Permeable Pavement) is utilized for all on-site walkways, drive aisles, and parking stalls.
- Drainage improvements on-site (inlets and pipes) are intended for collection and conveyance of storm volumes exceeding the storage/infiltration capacity of the pervious paving and landscaping.

#### **SD-7: Landscape with native or drought tolerant species**

All development projects are required to select a landscape design and plant palette that minimizes required resources (irrigation, fertilizers and pesticides) and pollutants generated from landscape areas. Native plants require less fertilizers and pesticides because they are already adapted to the rainfall patterns and soils conditions. Plants should be selected to be drought tolerant and not require watering after establishment (2 to 3 years). Watering should only be required during prolonged dry periods after plants are established. Final selection of plant material needs to be made by a landscape architect experienced with LID techniques. Microclimates vary significantly throughout the region and consulting local municipal resources will help to select plant material suitable for a specific geographic location.

Projects can incorporate SD-7 by landscaping with native and drought tolerant species. Recommended plant list is included in Appendix E (Fact Sheet PL).

#### DISCUSSION:

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

#### **SD-8: Harvest and use precipitation**

Harvest and use BMPs capture and stores storm water runoff for later use. Harvest and use can be applied at smaller scales (Standard Projects) using rain barrels or at larger scales (PDPs) using cisterns. This harvest and use technique has been successful in reducing runoff discharged to the storm drain system conserving potable water and recharging groundwater.

Rain barrels are above ground storage vessels that capture runoff from roof downspouts during rain events and detain that runoff for later reuse for irrigating landscaped areas. The temporary storage of roof runoff reduces the runoff volume from a property and may reduce the peak runoff velocity for small, frequently occurring storms. In addition, by reducing the amount of storm water runoff that flows overland into a storm water conveyance system (storm drain inlets and drain pipes), less pollutants are transported through the conveyance system into local creeks and the ocean. The reuse of the detained water for irrigation purposes leads to the conservation of potable water and the recharge of groundwater. SD-8 fact sheet in Appendix E provides additional detail for designing Harvest and Use BMPs. Projects can incorporate SD-8 by installing rain barrels or cisterns, as applicable.

#### DISCUSSION:

- This BMP has not been implemented due to the extensive amount of pervious paving proposed for the site, which provides storage during storm events and groundwater recharge via infiltration.

## E.6. SD-6B Permeable Pavement (Site Design BMP)



Photo Credit: San Diego Low Impact Development Design Manual

### Description

Permeable pavement is pavement that allows for percolation through void spaces in the pavement surface into subsurface layers. Permeable pavements reduce runoff volumes and rates and can provide pollutant control via infiltration, filtration, sorption, sedimentation, and biodegradation processes. When used as a site design BMP, the subsurface layers are designed to provide storage of storm water runoff so that outflow rates can be controlled via infiltration into subgrade soils. Varying levels of storm water treatment and

flow control can be provided depending on the size of the permeable pavement system relative to its drainage area and the underlying infiltration rates. As a site design BMP permeable pavement areas are designed to be self-retaining and are designed primarily for direct rainfall. Self-retaining permeable pavement areas have a ratio of total drainage area (including permeable pavement) to area of permeable pavement of 1.5:1 or less. Permeable pavement surfaces can be constructed from modular paver units or paver blocks, pervious concrete, porous asphalt, and turf pavers. Sites designed with permeable pavements can significantly reduce the impervious area of the project. Reduction in impervious surfaces decreases the DCV and can reduce the footprint of treatment control and flow control BMPs.

### Design Adaptations for Project Goals

#### Site design BMP to reduce impervious area and DCV.

Permeable pavement without an underdrain can be used as a site design feature to reduce the impervious area of the site by replacing traditional pavements, including roadways, parking lots, emergency access lanes, sidewalks, trails and driveways.

#### Typical Permeable Pavement Components (Top to Bottom)

Permeable surface layer
Bedding layer for permeable surface
Aggregate storage layer with optional underdrain(s)
Optional final filter course layer over uncompacted existing subgrade

### Conceptual Design and Sizing Approach for Site Design

Determine the areas where permeable pavements can be used in the site design to replace conventional pavements to reduce the DCV. These areas can be credited toward reducing runoff generated through representation in storm water calculations as pervious, not impervious, areas but are not credited for storm water pollutant control.

- Calculate the DCV per Appendix B.2, taking into account reduced runoff from permeable pavement areas.

October 27, 2016

Site: Balboa Express – Shahram Deghani  
Wash Info: Belanger 100 ft. tunnel  
Subject: Water Usage Information

To Whom It May Concern:

The PurWater Recovery System has been engineered and designed specifically with the Professional Car Wash Operator in mind and incorporates the same innovative, cutting edge technology the industry has come to expect from PurClean. Modular in design, the PurWater System platform provides a simplified approach that allows the system to be easily adapted to meet the needs and requirements of the targeted wash facility and eliminates the confusion typically associated with water recovery.

**Belanger – 100 ft. tunnel**

It is a commonly used number that you will lose 6 gallons to evaporation and carry out. Using 60 gallons total (reclaim, RO, RO reject and freshwater) per vehicle will put you at 73% reclaim which should be a good balance of wash quality and conservation. With your chemical applications and final rinse applications at 22 gallons per vehicle, all your undercarriage, and all cloth applications running on reclaimed water you will be at 16 gallons per vehicle going to sewer.

**Water Use Per Car**

- ◆ evaporation and carry out 6 gallons
- ◆ chemical application and final rinse (RO and RO Reject) 22 gallons
- ◆ undercarriage and cloth running on reclaim water 38 gallons
- ◆ at maximum going to sewer 16 gallons of reclaim water

**Summary**

- ◆ Total of 60 gallons of water used per vehicle
- ◆ 22 gallons of freshwater, for RO, RO reject and freshwater for chemistry
- ◆ 38 gallons of recycled water for the wash
- ◆ 6 gallons of water lost to evaporation and carry out
- ◆ 16 gallons going to the sewer – calculates to 73% reclaim

**Total Gallons to Sewer Daily (estimated at 100 cars per day count)**

- ◆ 16 gallons per vehicle going to sewer (estimated 100 cars per day) total to sewer per day 1600 gallons

Best Regards,

Teresa Borchard  
Director of Technical Sales and Project Management  
New Wave Industries  
PurClean/PurWater