



THE CITY OF SAN DIEGO

FINAL

NEGATIVE DECLARATION

Project No. 556729

I.O. No. 24007340

SCH No. N.A.

SUBJECT: Chevron No. 92239 NUP: The project proposes a Neighborhood Use Permit (NUP) to demolish the existing convenience store, car wash facility and service station, and the redevelopment and operation of a new convenience store, car wash facility and service station with new fuel dispensers and canopy, on a 0.62-acre site. The project also proposes to install two 20,000-gallon double wall fiberglass underground storage tanks (USTs), associated pavement, landscaping, and a trash enclosure. The project also proposes the following improvements including curb, gutter and sidewalks, and two 35'-0" wide driveways on Rosecrans Street and Midway Drive to City standards. The project is located at 2959 Midway Drive in the CC-1-3 (Commercial Community) zone of the Midway - Pacific Highway Community Plan, Coastal Height Limit Overlay Zone, Redevelopment District, Residential Tandem Parking Overlay Zone, Transit Area Overlay Zone, 60-65 dB ALUCP Noise Contours (CNEL), Airport Influence Area (Review Area 1) for San Diego International Airport, and the Federal Aviation Administration (FAA) Part 77 Notification area for the San Diego International Airport and North Island Naval Air Station (Legal Description: Lot 1 of Blasker-Midway Subdivision, in the City of San Diego, County of San Diego, State of California, According to Map Thereof No. 6177, Filed in the Office of the County Recorder of San Diego County, August 28, 1968, APN 450-470-35 and 38) APPLICANT: Darin O'Kelley

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 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

Land and Water Quality Division, Mark McPherson

City of San Diego

Mayor's Office

Councilmember Jennifer Campbell-District 2

City Attorney's Office

San Diego Central Library

Planning Department

Development Services

Development Project Manager

Senior Environmental Planner

Senior Planner, Plan-Historic

Associate Planner, Environmental

Associate Planner, Planning Review

Associate Engineer, Engineering Review

Associate Planner, Landscape

Associate Engineer, Transportation

Associate Engineer, PUD-Water and Sewer

Associate Engineer, LDR-Geology

Fire Plan Inspector, Fire-Plan Review

Planning Department

Senior Planner, Airport

Facilities Financing

Other

Midway/Pacific Highway Community Planning

Darin O'Kelley (Owner)

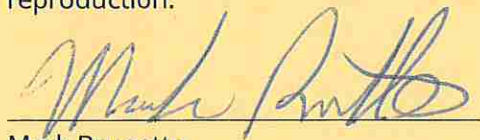
Robin Maddafer

Justine Nelson

VII. RESULTS OF PUBLIC REVIEW:

- () No comments were received during the public input period.
- () Comments were received but did not address the accuracy or completeness of the draft environmental document. No response is necessary and the letters are incorporated herein.
- (X) 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 Development Services Department for review, or for purchase at the cost of reproduction.



Mark Brunette
Senior Planner
Development Services Department

May 31, 2019

Date of Draft Report

July 5, 2019

Date of Final Report

Analyst: R. Benally

Attachments: Initial Study Checklist

Figure 1: Location Map

Figure 2: Site Plan

Figure 3a: Exterior Elevations

Figure 3b: Canopy Plan and Elevations



County of San Diego

DEPARTMENT OF ENVIRONMENTAL HEALTH
VECTOR CONTROL PROGRAM
5770 OVERLAND AVENUE, SUITE 102, SAN DIEGO, CA 92123
Phone: (619) 664-2888 Fax: (619) 571-4288
www.SD/vecdot.com

ELSE ROTHSCHILD
DIRECTOR

AMY HARBERT
ASSISTANT DIRECTOR

June 25, 2019

Rhonda Benally
City of San Diego Development Services Center
1222 First Avenue, MS 501
San Diego, CA 92101

Via e-mail to: DSDEAS@sandiego.gov

COMMENTS ON THE DRAFT NEGATIVE DECLARATION FOR THE CHEVRON NO. 92239
NUP PROJECT

Dear Ms. Benally:

Thank you for the opportunity to comment on the Draft Negative Declaration for the above referenced project. The County of San Diego Vector Control Program (VCP) is responsible for the protection of public health through the surveillance and control of mosquitoes that are vectors for human disease including West Nile virus (WNV). The VCP has completed their review and has the following comments regarding the proposed project.

1. The VCP respectfully requests that the project design features address potential impacts from possible mosquito breeding sources created by the project and that the project is constructed in a manner to minimize those impacts. Specifically, ensure construction-related depressions created by grading activities and vehicle tires, tree pits, and landscaping do not result in depressions that will hold standing water. In addition, ensure drainage areas, underground storage tanks, and other structures do not create a potential mosquito breeding source. Any area that is capable of accumulating and holding at least 1/2 inch of water for more than 96 hours can support mosquito breeding and development.
2. Please note, the VCP has the authority pursuant to state law and County Code to order the abatement of any mosquito breeding that does occur either during construction or after the project is completed that is determined to be a vector breeding public nuisance. The VCP will exert that authority as necessary to protect public health if the project is not designed and constructed to prevent such breeding.
3. For your information, the County of San Diego Guidelines for Determining Significance for Vectors can be accessed at http://www.sandiegocounty.gov/content/dam/sdc/pds/docs/vector_guidelines.pdf and the

Response to Comments

Letter from County of San Diego, Vector Control Program, June 25, 2019

1. Comment noted. The project could involve depressions during temporary and short-term construction activities. However, the project does not propose the construction of ponds or the creation of vector habitat. Further, the project site is in a developed area and is surrounded by existing development. The project does not meet the City's CEQA Thresholds for potential impacts, therefore consultation with the County's Department of Environmental Health would not be necessary. However, if there is a potential for impacts to public health, the applicant would be required to comply with all applicable federal, state and local regulations.
2. Comment noted. This comment does not address the adequacy of the environmental document.
3. Comment noted. This comment does not address the adequacy of the environmental document.

Ms. Benally
June 25, 2019
Chevron

California Department of Public Health Best Management Practices for Mosquito Control in California is available at
<https://www.cdph.ca.gov/Programs/CID/DCDC/Pages/MosquitoesandMosquitoBorneDiseases.aspx#>

The VCP appreciates the opportunity to participate in the environmental review process for this project. If you have any questions regarding these comments, please contact Daniel Valdez at 858-688-3722 or by e-mail at Daniel.Valdez@sdcounty.ca.gov.

Sincerely,



DANIEL VALDEZ, Environmental Health Specialist
Vector Control Program

Response to Comments (Continued)

Letter from County of San Diego, Vector Control Program, June 25, 2019

3.

4. Comment noted.

4.



County of San Diego

ELISE ROTHSCHILD
DIRECTOR

DEPARTMENT OF ENVIRONMENTAL HEALTH
HAZARDOUS MATERIALS DIVISION
P.O. BOX 12281, SAN DIEGO, CA 92112-0281
Phone: (619) 594-5708 or (619) 253-5833 Fax: (619) 595-6786
www.sdsdeh.org

AMY HARRERT
ASSISTANT DIRECTOR

June 21, 2019

Rhonda Benally
City of San Diego Development
Services Center
1222 First Ave, MS 501
San Diego, CA 92101

Sent via e-mail to: DSDEAS@sandiego.gov

COMMENTS: 06/05/2019 Public Notice: Chevron No. 92239 NUP

Dear Ms. Benally:

Thank you for the opportunity to comment on the referenced project. The County of San Diego Hazardous Materials Division (HMD) is responsible for the protection of public health and the environment by ensuring hazardous materials, hazardous waste, medical waste and underground storage tanks are properly managed. The HMD has completed their review and has the following comments regarding the project.

The proposed project would include the following components as stated in the Notice:

The project proposes a Neighborhood Use Permit (NUP) to demolish the existing convenience store, car wash facility and service station, and the redevelopment and operation of a new convenience store, car wash facility and service station with new fuel dispensers and canopy, on a 0.62-acre site. The project also proposes to install two 20,000-gallon double wall fiberglass underground storage tanks (USTs), associated pavement, landscaping, and a trash enclosure. The project also proposes the following improvements including curb, gutter and sidewalks, and two 35'-0" wide driveways on Rosecrans Street and Midway Drive to City standards. The project is located at 2959 Midway Drive in the CC-1-3 (Commercial Community) zone of the Midway - Pacific Highway Community Plan, Coastal Height Limit Overlay Zone, Redevelopment District, Residential Tandem Parking Overlay Zone, Transit Area Overlay Zone, 60-65 dB ALUCP Noise Contours (CNEL), Airport Influence Area (Review Area 1) for San Diego International Airport, and the Federal Aviation Administration (FAA) Part 77 Notification area for the San Diego International Airport and North Island Naval Air Station (Legal Description: Lot 1 of Blasker-Midway Subdivision, in the City of San Diego, County of San Diego, State of California, According to Map Thereof No. 6177, Filed in the Office of the County Recorder of San Diego County, August 28, 1968, APN 450-470-35 and 38).

Response to Comments

Letter from County of San Diego, Hazardous Materials Division,

June 21, 2019


1. Comment noted. This is a description of the proposed project in the Negative Declaration.

Ms. Rhonda Benallys
June 21, 2019
City of San Diego Developmental Services Center

COMMENTS:

1. On April 3rd, 2019 HMD issued plan check permit #1644 for the removal of three (3) gasoline underground storage tanks (USTs). The removal permit requires a soil sample inspection for the tanks, piping and under dispenser containment. The removal permit expires on 10/3/2019. If soil sample results confirm soil and/or groundwater contamination with a hazardous substance, the UST owner shall investigate the contamination and perform environmental assessment and/or remediation in accordance with the State oversight agency requirements. See this webpage for more information:
https://www.waterboards.ca.gov/sandiego/water_issues/programs/ground_water_basin/ust_program.html
[Note, because no convenient link to an on-line copy of the initial study was provided in your notice, we have not reviewed the initial study to determine whether the potential for remedial action to be needed when tanks are removed was noted in that study.]
2. On April 3rd, 2019 HMD issued plan check permit #1645 for the installation of two (2) gasoline and one (1) diesel underground storage tanks (USTs). Please note that before the HMD final plan check construction inspection can be scheduled, the facility owner must complete the HMD Hazardous Materials Plan Check review process and be approved for occupancy the Building Department. For your reference, information regarding the Hazardous Materials Plan plan check requirement can be reviewed at:
https://www.sandiegocounty.gov/content/sdc/deh/hazmat/hazmat/hmd_plan_check.html
3. Please be advised, the proposed project will require the UST owner and/or operator(s) to update the facility's Unified Program Facility Permit through the California Environmental Reporting System (CERS) and comply with local/state laws, and regulations. All applicable CERS elements must be modified upon the USTs installation. Webpage for CERS:
<https://cers.caepa.ca.gov/>
4. Please note, anytime during construction and after completion of the service station installation, the HMD has the authority pursuant to state law and County Code to regulate facilities that handle or store hazardous materials, and/or generate or treat hazardous waste. The HMD will apply that authority as necessary to protect public health and the environment. Additional regulatory guidance information can be found on our website at:
<https://www.sandiegocounty.gov/content/sdc/deh/hazmat.html>

The HMD appreciates the opportunity to participate in the environmental review process for this project. If you have any questions regarding these comments, please contact Cecilia Lewallen at (619) 454-9915 or by e-mail at Cecilia.Lewallen@sdcounty.ca.gov

Sincerely,

Sade Pardo, Chief
Hazardous Materials Division
County of San Diego Department of Environmental Health

SP/cw

DEH file record: DEH2002-HUPFP-112451

Response to Comments (Continued)

Letter from County of San Diego, Hazardous Materials Division,

June 21, 2019

2. Comment noted. Please note the Public Notice included a weblink to the draft Negative Declaration. As discussed in Section VIII, (b) for Hazards and Hazardous Materials of the draft environmental document the County of San Diego Department of Environmental Health (DEH) is the lead agency providing oversight for this location. The applicant has been advised to participate in the County's Voluntary Assistance Program, and as a condition of project approval the applicant is required to implement the County's DEH conditions. Implementation of these conditions would reduce potentially significant impacts to hazardous materials/public health and safety to a level below significance.

INITIAL STUDY CHECKLIST

1. Project title/Project number: Chevron No. 92239 NUP, Project No. 556729
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: Rhonda Benally/(619) 446-5468
4. Project location: 2959 Midway Drive, San Diego, CA 92110
5. Project Applicant/Sponsor's name and address: Darin O'Kelley, P.O. Box 285, Houston, Texas 77001
6. General/Community Plan designation: The site is designated as Community Commercial-Residential Prohibited in the community plan, and Commercial Employment, Retail, and Services in the General Plan.
7. Zoning: CC-1-3 Zone (Commercial Community)
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 project proposes a Neighborhood Use Permit (NUP) to demolish the existing convenience store, car wash facility and service station, and the redevelopment and operation of a new convenience store, car wash facility and service station with four fuel dispensers and a canopy, on a 0.62-acre site. The project proposes a 2,945 square-foot convenience store, a 936 square-foot fully automated car wash facility, and a service station with a 2,520 square-foot fueling canopy with new fueling dispensers. The project proposes the installation of two new 20,000-gallon double wall fiberglass underground storage tanks (USTs) in the northeastern portion of the property. The project also proposes landscaping, associated pavement, and a trash enclosure. In addition, the following improvements including new curb, gutter and sidewalks, and two 35'-0" wide driveways on Rosecrans Street and Midway Drive to City standards.

The project proposes to demolish the existing structures in two phases. In Phase I, the project would demolish the existing car wash buildings and all associated above ground and below ground equipment, including conveyors, concrete pits, electrical conduits, drainage structures, and water lines. In Phase II, the project proposes the removal of the service station structures, convenience store, fuel dispensers, underground storage tanks (USTs), electrical conduits, drainage structures and water lines. A masonry screen wall located along the southwest and southeastern property lines would also be removed in Phase II. The facility would operate 24 hours, 7 days a week.

The highest point of the building would be 20'-2", where the maximum permitted height in this zone is 45 feet. The existing sign at the northern corner between Rosecrans Street and Midway Drive would be replaced with a pole mounted sign that would be 28'-2" high.

Ingress and egress would be provided from Rosecrans Street and Midway Drive. A total of 9 parking spaces, and 1 accessible space for a total of 10 parking spaces would be provided onsite. The project also would provide 2 motorcycle spaces, 3 short term bicycle spaces, and 1 electrical vehicle charging space. Landscaping would be provided in accordance with the City's Landscape Regulations.

Project Implementation would require grading of approximately 2,597 cubic yards at a maximum depth of 18.5 feet, 205 cubic yards of fill and the export of 1,947 cubic yards of soil.

9. Surrounding land uses and setting:

The project is located at 2959 Midway Drive in the CC-1-3 (Commercial Community) zone of the Midway-Pacific Highway Community Plan. The site is located in the commercial area of San Diego. The site is bound to the north by Midway Drive; to the west by Rosecrans Street, beyond which are commercial properties; and to the south and east by Loma Square. Topographically, the site is relatively flat and the surrounding ground surface slopes gently from west to east toward Midway Drive.

In addition, the site is located within the Coastal Height Limit Overlay Zone, Redevelopment District, Residential Tandem Parking Overlay Zone, Transit Area Overlay Zone, 60-65 dB ALUCP Noise Contours (CNEL), Airport Influence Area (Review Area 1) for San Diego International Airport, and the Federal Aviation Administration (FAA) Part 77 Notification area for San Diego International Airport and North Island Naval Air Station. The project site is located in a developed area currently served by existing public services and utilities.

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

County of San Diego Department of Environmental Health

11. 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?

In accordance with the requirements of Assembly Bill (AB) 52, the City of San Diego initiated AB 52 Notification to Lipay Nation of Santa Ysabel and Jamul Indian Village via email on May 8, 2018. Both the Lipay and Jamul Indian Tribes requested consultation on this project. On May 11, 2018, City staff met with Tribal Representatives' for consultation on this project, and it was determined there were no further concerns to Tribal Cultural Resources. Consultation was closed for this project.

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.

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
I. AESTHETICS – Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
No public views and/or scenic corridors designated per the Midway-Pacific Highway Community Plan exist on the site. Therefore, the project would not result in a substantial adverse effect on a scenic vista. No impacts, therefore, would occur.				
b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The project would occur on a 0.62-acre site that is not within a state scenic highway. Therefore, the project would not result in substantial damage to any scenic resources, trees, rock outcroppings, and historic buildings within a state scenic highway. No impacts, therefore, would occur.				
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The redevelopment and operation of a convenience store, car wash and service station are permitted by the underlying zone, and community plan with a Neighborhood Use Permit. In addition, the proposed project is similar to the existing commercial uses surrounding the project site that are located in the CC-1-3 zone, and the commercial land uses as the project site. Therefore, the proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings. No such impacts, therefore, would occur.				
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
No substantial sources of light would be generated during project construction as construction activities would occur during day light hours. Furthermore, project operation would not be expected to cause substantial light or glare. All lighting would be required to comply with all current outdoor lighting regulations, LDC Section 142.0740. No impacts, therefore, would occur.				
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	<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
Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				

The project site is classified as 'Urban and Built Up Land' on the most recent Department of Conservation Farmland Mapping and Monitoring Program (FMMP) map, does not contain any forest land as defined by Public Resources Code Section 12220(g), and does not contain any active agricultural operations. The project would not result in the conversion of prime farmland, unique farmland, or farmland of statewide importance (farmland). No impacts, therefore, would occur.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Refer to IIa. The site is not designated or zoned for agricultural use; the Midway-Pacific Highway Community Plan designates the site as Community Commercial. Agricultural land is not present on this site or in the general site vicinity.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Refer to IIa. The project would not result in rezoning of forestland, or timberland (as defined by Government Code section 51104(g)). Forest land is not present on the site or in the general vicinity.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Refer to IIa. The project would not involve any changes that would affect or result in the loss of forest land or conversion of forest land to non-forest use.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of 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"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Refer to IIa. The project would not involve any changes that would affect or result in the conversion of Farmland or forestland to non-agricultural or non-forest uses.

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

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The San Diego Air Pollution Control District (SDAPCD) is the agency that regulates air quality in the San Diego Air Basin, in which the project site is located. The SDAPCD prepared the Regional Air Quality Strategy (RAQS) in response to the requirements set forth in the California Clean Air Act (CAA) Assembly Bill (AB) 2595 (SDAPCD 1992) and the federal CAA. As such, the RAQS is the applicable regional air quality plan that sets forth the SDAPCD's strategies for achieving the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS).

The growth projections used by the SDAPCD to develop the RAQS emissions budgets are based on the population, vehicle trends, and land use plans developed in general plans and used by the San Diego Association of Governments (SANDAG) in the development of the Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS). As such, projects that propose development that is consistent with the growth anticipated by SANDAG's growth projections and/or the general plan would not conflict with the RAQS.

The project site is located in the Midway-Pacific Highway Community Plan area and would be consistent with the Community Commercial designation that allows commercial uses. As such, the project would be consistent with the growth forecasts developed by SANDAG and used in the RAQS. Therefore, the project would not conflict with the goals and strategies in the RAQS or obstruct their implementation.

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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 type="checkbox"/> | <input checked="" type="checkbox"/> |
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The redevelopment and operation of a car wash facility, convenience store, and service station did not meet the City's CEQA Significance Determination Thresholds to require preparation of an Air Quality Study, and therefore, it is not expected to generate substantial emissions that violate any air quality standard or contribute substantially to or violate an air quality standard. No impact would occur.

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| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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The County is non-attainment under federal standards for ozone (8-hour standard). The project is not expected to generate a cumulatively considerable net increase of ozone or PM10. No impact would occur.

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

Odors would be generated from vehicles and/or equipment exhaust emissions during construction

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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of the project. Odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment. Such odors are temporary and generally occur at magnitudes that would not affect a substantial number of people. Therefore, impacts would be less than significant.

Long-term (Operational)

The project proposes the redevelopment and operation of a new car wash facility, convenience store, and service station on the same site where the above facilities previously existed. The operation and use of site as a service station is expected to generate odors from the dispensing of petroleum from the fueling dispensers, however this facility would require compliance with all federal, state and local regulations. Therefore, this type of commercial use, long-term operation is not anticipated to generate odors affecting a substantial number or people. Therefore, project operations would result in less than significant impacts.

IV. BIOLOGICAL RESOURCES – Would the project:

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| 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 or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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The 0.62-acre site is located in an urban setting, surrounded by existing development to the north, south and west, and Interstate 5 Freeway to the northeast. Furthermore, based on the location of the subject site there is no connectivity with other habitats, and the site is not in proximity to other biological resources. No sensitive plants, or animals are on, or adjacent to the site, and therefore no substantial adverse effects to any species would result. No impact would occur.

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| b) Have a substantial adverse effect on any riparian habitat or other community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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The project site does not contain any riparian habitat, therefore, no adverse effects would result. No impact would occur.

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| c) Have a substantial adverse effect on federally protected wetlands as defined by section 404 of the Clean Water Act (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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The site is in an urban setting and surrounded by existing development. There are no federally protected wetlands on or adjacent to the project site, therefore no adverse effects would result.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

See IV.a. The project site does not contain any sensitive habitat, or any native resident or migratory fish or wildlife species, therefore the project would not interfere with wildlife movement or corridors or impede the use of native wildlife nursery sites.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project is located in an urban neighborhood and is not adjacent to the Multi-Habitat Planning Area (MHPA) as established by the City's MSCP Subarea Plan. Therefore, the project would not conflict with any local policies and/or ordinances protecting biological resources, such as tree preservation policy or ordinance.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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See IV.d. The project is located in an urban neighborhood and it is not adjacent to the MHPA. Therefore, the project would not conflict with any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other local, regional, or state habitat conservation plan.

V. CULTURAL RESOURCES – Would the project:

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

According to review of the archaeology maps in the City's Environmental Analysis Section (EAS) library, the site is located in a high sensitivity area for archaeological resources. However, the site is developed and is surrounded by existing development. The project proposes the demolition of the existing structures, and redevelopment of the site with the same uses that include a convenience

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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store, car wash and service station. Based on review of site and the proposed redevelopment of the site it is likely there would be no impacts to archaeological resources since the site has been previously impacted by past development. No additional archaeological evaluation was recommended. No adverse impacts to archaeological resources would occur.

Built Environment

The project proposes demolition of a building constructed in 1969. The City of San Diego's CEQA Significance Determination Thresholds states that if a building is greater than 45 years or older, then the building may be considered potentially historically significant. In addition, San Diego Municipal Code (SDMC) Section 142.0212 requires that all properties 45 years old or older be reviewed for potential historical significance. The project was reviewed by the City's Plan-Historic staff (PHS). PHS determined the property was not historically significant and no further historical analysis would be required at this time. PHS stated this determination is good for 5 years from this date, April 17, 2018, unless new information is provided that speaks to be building's eligibility for designation. Since impacts to significant historic resources were not identified, mitigation would not be required. No impacts would occur.

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

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| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Fossils (paleontological resources) are the remains and/or traces of prehistoric life and represent an important and nonrenewable natural resource. Impacts to paleontological resources may occur during grading activities associated with project construction where excavation would be done in previously undisturbed geologic deposits/formations/rock units. According the Geotechnical Investigation, the subject project is underlain by the Very Old Paralic Deposits (formerly known as Bay Point Formation) and Young Alluvium. Very Old Paralic Deposits is considered highly sensitive for paleontological resources, and Alluvium has a low potential. Project Implementation would require grading of approximately 3,818 cubic yards at a maximum depth of 18.5 feet, 205 cubic yards of fill and the export of 1,947 cubic yards of soil. The City's CEQA Significance Determination Thresholds states if grading is greater than 1,000 cubic yards, and 10 feet deep or greater in highly sensitive formation then a potential impact to paleontological resources could occur. Based on this information, the project meets the thresholds for impacts to paleontological resources, monitoring for paleontological resources will be required. Based on the 11th update of the Land Development Code, potential impacts of paleontological resources will be addressed as a condition of approval. Implementation of this condition would reduce impacts to paleontological resources to below a level of significance.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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"/> |
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Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Refer to V.a. above, no formal cemeteries or human remains are known to exist on-site or in the vicinity. Impacts, therefore, 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.

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A site-specific Geotechnical Investigation for Chevron Facility No. 9-2239 2959 Midway Drive, San Diego, California 92110 was prepared by Santec Consulting Services, Inc., May 5, 2017. The project is assigned geologic risk category 31 which is characterized as Liquefaction; High Potential-shallow groundwater major drainages, hydraulic fills. The site is underlain by Very Old Paralic Deposits (formerly known as Bay Point Formation), Young Alluvium and Artificial Fill. According to the geotechnical investigation, the site is not located in Alquist-Priolo Earthquake Fault Zone. No active faults are known to underlie or potentially active faults are present on the subject site. The nearest known active fault is the Newport Inglewood (onshore) Fault, located approximately 0.8 miles northeast of the site. The analysis concluded the site is suitable for the proposed development, provided the recommendations within the report are implemented during the design and construction phases. The project would be required to comply with seismic requirements of the California Building Code. Implementation of proper engineering design and utilization of standard construction practices, including the recommendations contained in the Geotechnical Investigation to be verified at the building permit stage would ensure that the potential for impacts from regional geologic hazards would be less than significant, and no mitigation measures are deemed necessary.

- ii) Strong seismic ground shaking?

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As noted in VI.a, the project would be required to comply with seismic requirements of the California Building Code. Implementation of proper engineering design and utilization of standard construction practices, including recommendations contained in the Geotechnical Investigation to be verified at the building stage, would ensure that the potential for impacts from regional geologic hazards would be less than significant, and no mitigation measures are deemed necessary.

- iii) Seismic-related ground failure, including liquefaction?

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According to the geotechnical investigation, lateral spreading of sloping ground, or towards the free face of stream bank is often associated with liquefaction. The analysis stated the site is nearly flat and there are no free faces in the vicinity of the project. The site appears to be low risk for significant horizontal displacements due to lateral spreading. The potential for impacts as a result of seismic-

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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related ground failure, including liquefaction is less than significant, and no mitigation measures are deemed necessary.

iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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According to the geotechnical report evidence of landslides or slope instabilities was not observed. The potential for landslides or slope instabilities to occur at the site is considered negligible.

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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The project would be required to comply with the City's Storm Water Standards which requires the implementation of appropriate best management practices (BMPs). Grading activities within the site would be required to comply with the City of San Diego Grading Ordinance as well as the Storm Water Standards, which would ensure soil erosion and topsoil loss is minimized to less than significant levels. Furthermore, site design and source control BMPs would also be required consistent with the City's regulations. Therefore, the project would not result in substantial soils erosion or loss of topsoil. Impacts would be less than significant, and no mitigation measures are deemed necessary.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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According to the geotechnical report, evidence of landslides or slope instabilities were not observed. The potential for landslides or slope instabilities to occur at the site is considered negligible. As noted VI.a, proper engineering design and utilization of standard construction practices, to be verified at the building permit stage, would ensure that the potential for impacts from regional geologic hazards would be less than significant, and no mitigation measures are deemed necessary.

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"/>
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According to the geotechnical report, the near-surface soils consist of clayey sand and silty sand. Based on the plasticity index testing results, near surface soils are considered non-expansive, as defined by the 2016 California Building Code. Proper engineering design and utilization of standard construction practices will be verified at the building permit stage. Impacts would be less than significant, and no mitigation measures are deemed necessary.

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"/>
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Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The project site is located in an area that is already developed with existing available utility infrastructure, including water and sewer lines. Therefore, the project does not propose any septic systems. No such impact, therefore, would occur.

VII. GREENHOUSE GAS EMISSIONS – Would the project:

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

The CAP Consistency Checklist is the City's significance threshold utilized to ensure project-by-project consistency with the underlying assumptions in the CAP and to ensure that the City would achieve its emission reduction targets identified in the CAP. The CAP Consistency Checklist includes a three-step process to determine if the project would result in a Greenhouse Gas (GHG) impact. Step 1 consists of an evaluation to determine the project's consistency with existing General Plan, Community Plan, and zoning designations for the site. Step 2 consists of an evaluation of the project's design features compliance with the CAP strategies. Step 3 is only applicable if a project is not consistent with the land use and/or zone, but is also in a transit priority area to allow for more intensive development than assumed in the CAP.

Under Step 1 of the CAP Checklist, the project is consistent with the existing General Plan, Community Plan designations as well as zoning for the site. Therefore, the project is consistent with the growth projections and land use assumptions used in the CAP. Furthermore, completion of Step 2 of the CAP Checklist demonstrates that the project would be consistent with applicable strategies and actions for reducing GHG emissions. This includes project features consistent with the energy and water efficient buildings strategy, as well as bicycling, walking, transit, and land use strategy. Thus, the project is consistent with the CAP. Step 3 of the CAP Consistency Checklist would not be applicable, as the project is not proposing a land use amendment or a rezone.

Based on the project's consistency with the City's CAP Checklist, the project's contribution of GHG emissions to cumulative statewide emissions would be less than cumulatively considerable. Therefore, impacts would be less than significant.

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| b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Refer to VII.a., above. The project is consistent with the adopted CAP checklist. The project would not conflict with an applicable plan, policy or regulation adopted for reducing Greenhouse Gas emissions.

VIII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Create a significant hazard to the public or the environment through routine | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
transport, use, or disposal of hazardous materials?				

See VIII.b. Construction of the project could require the use of hazardous materials (fuels, lubricants, solvents, etc.), which would require proper storage, handling, use and disposal. In addition, the project proposes the redevelopment and operation of a convenience store, car wash facility and service station, the project would involve the routine transport, and use of petroleum, or could involve the disposal of hazardous materials, however the facility would be required to implement appropriate handling techniques, transport, and use of hazardous materials. The project would require compliance with all applicable local, state, and federal regulations for this type of facility. Compliance with the laws and regulations would ensure that the project would not create a significant hazard to the public or environment through routine transport, use or disposal of hazardous materials, and impacts would be less than significant. Further, this project was reviewed by the County of San Diego's Department Environmental Health. As stated below, the project would be required to implement the County's conditions below, as a condition of approval. Implementation of these conditions would reduce impacts to below a level of significance.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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As part of the environmental review process, steps must be taken to disclose and address the safe removal, disposal, and/or remediation of hazardous materials. The County of San Diego's Department of Environmental Health (DEH), Site Assessment and Mitigation Program (SAM) is the lead agency and is providing oversight for this location.

The project site at 2959 Midway Drive has three closed case listings, Case # H12451-001, 002, and 003 and one active case that was opened May 4, 2018, on the California State Regional Water Quality Control Board (RWQCB) Geotracker database for hazardous materials.

The City of San Diego's CEQA Significance Determination Threshold states "These cases are especially important where excavation is involved." Because of the potential to expose people to a site that historically contained contamination of hazardous materials, the applicant was advised at the request of City staff to contact the County's DEH and participate in the Voluntary Assistance Program (VAP).

Staff of the County DEH reviewed the report titled *Vapor Intrusion Human Health Risk Assessment (VIHHRA)* (dated February 8, 2019), prepared by Stantec Consulting Services. Stantec concluded the following:

- All chemicals evaluated in soil vapor were reported as not detected above laboratory reporting limits (LRLs). Exposure point concentrations for each chemical represented one-half the LRLs.
- Based on the results of this HHRA, there is no unacceptable human health risk to either hypothetical future residents or future commercial workers onsite.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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SAM concurred with the conclusions of the VIHRA and that no further soil vapor assessment is required at the site.

Staff of the County DEH also reviewed the reports titled *Revised Community Health and Safety Plan* (CHSP) (dated January 28, 2019) and *Soil & Groundwater Management Plan (SGMP)* (dated May 4, 2018), were prepared by Santec Consulting. **In addition, SAM reviewed and approved the Soil and Groundwater Management Plan, with the following conditions below.**

- Contact SAM if any recognized environmental condition (i.e. abandoned USTs, burn ash, asbestos containing materials, and/or conditions not previously identified) is discovered or remedial action is required during site demolition, soil characterization, soil excavation, site grading, and dewatering activities. If this situation occurs, a SGMP amendment would be required and submitted to SAM.
- After final implementation of the SGMP and upon completion of construction activities, provide SAM a final report for their review and consideration of closure of the case.

In conclusion, the applicant would continue to participate in the County's VAP which provides staff consultation, project oversight, and technical or environmental report evaluation (e.g. health risk evaluation reports, groundwater monitoring reports) and concurrence letter(s) on projects pertaining to properties contaminated with hazardous substances. Therefore, as a condition of the project approval the applicant is required to implement the County's DEH conditions as stated above. Subsequently, after implementation of the SGMP and upon completion of construction activities, the responsible party will need to provide SAM a final report for their review and closure of the case to the County DEH. Implementation of these conditions would reduce potentially significant impacts to Hazardous Materials/Public Health and Safety to a level below significance.

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| 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 type="checkbox"/> | <input checked="" type="checkbox"/> |
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See VIIIb, The project site is located within one-quarter mile of an existing school, Dewey Elementary School. There are several commercial facilities between the project site and this school, the project is not immediately adjacent to this school site. The school is approximately 800 feet southwest of the project site. The construction of the project may require the use of hazardous materials (fuels, lubricants, solvents, etc.), which would require proper storage, handling, use and disposal. Further, the development and operation of this facility would involve the routine transport, use or disposal of hazardous materials, however the project would require compliance with federal, state and local regulations. Furthermore, this project was reviewed by the County of San Diego's Department of Environmental Health, which a Community Health and Safety Plan and Vapor Intrusion Human Health Risk Assessment (HHRA) Report were completed for this location. The HHRA report concluded that there is no unacceptable human health risk to either hypothetical future residents or future commercial workers on the site. The project is not expected to emit hazardous emissions or acutely hazardous materials, substances or waste within a one-quarter mile of an existing or proposed school. As such, no impact is expected to occur.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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"/>

See VIII.b. The site has been identified as a hazardous materials site pursuant to Government Code Section 65962.5. However, during any construction related activities for the proposed redevelopment on the site, the project would be required to comply with the conditions of the Soils Management Plan. Therefore, with implementation of the conditions as noted above the project would not create a significant hazard to the public or environment. Impacts would be less than significant.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two mile of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project site is located within the Airport Land Use Compatibility Plan Overlay Zone for the San Diego International Airport. The project is consistent with the ALUCP for this area. The project would not result in a safety hazard for people residing or working in the project area. No impact, therefore, would 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"/>
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The project site is not located within proximity of a private airstrip. No impact 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 type="checkbox"/>	<input checked="" type="checkbox"/>
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The project was reviewed by City staff. The project does not include any off-site changes to existing roadways and would not impact access to the site. The redevelopment and operation of a car wash facility, convenience store, and service station would not interfere with the implementation or physically interfere with an adopted emergency response plan or emergency evacuation plan. No impact, therefore, would occur.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The project is located in an urban environment and not adjacent to or intermixed with wildlands. The project, therefore, would not significantly expose people or structures to a significant risk of loss, injury, or death involving wildland fires. No impact would occur.

IX. HYDROLOGY AND WATER QUALITY - Would the project:

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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The project is required to comply with all storm water quality standards during and after construction, and appropriate Best Management Practices (BMPs) (Source Control, Site Design) would be implemented. Implementation of the measures would reduce potential environmental impacts related to hydrology/water quality to below a level of significance.

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| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project would not substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level in that the project does not require the construction of wells or the use of groundwater. The project is located in an urban neighborhood where all infrastructures exist. The project would connect to the existing public water system. No impact, therefore, would occur.

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| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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The project would not substantially increase flow rates or volume, and thus, would not adversely affect on- and off-site drainage patterns, including the alteration of the course of a stream or river. No impact, therefore, would occur.

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| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The project does not require the alteration of a stream or river; no such resources exist on or adjacent to the project site. Therefore, the project would not substantially alter the existing drainage pattern in the site or area, nor would the project result in flooding on- or off-site. No impact, therefore, would occur.

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| e) Create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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The project would be required to comply with all storm water quality standards during construction, and after construction appropriate Best Management Practices (BMPs) would be utilized to ensure that project runoff would not exceed existing or planned capacity of the storm water runoff. No impact, therefore, would occur.

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| f) Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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The project would be required to comply with all storm water quality standards during construction, and after construction appropriate Best Management Practices (BMPs) will be utilized that would ensure that water quality is not degraded. No impact, therefore, would occur.

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| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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The project site is not located 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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| h) Place within a 100-year flood hazard area, structures that would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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The project site is not located within a 100-year flood hazard area, structures therefore, would not impede or redirect flood flows.

X. LAND USE AND PLANNING – Would the project:

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| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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The 0.62-acre project site is located in an urban neighborhood and is surrounded by similar commercial uses. The redevelopment and operation of a car wash facility, convenience store, and service station, is consistent with the adopted community plan and zone, and would not physically divide and established community. No impact, therefore, would occur.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 0.62-acre project site is located in an urban neighborhood and is surrounded by similar commercial uses. The site and the immediate areas to the north, east, west and south are zoned CC-1-3 and is designated commercial community by the Midway- Pacific Highway Community Plan. The proposed redevelopment is consistent with the land use designation and the policies of the General Plan, Midway-Pacific Highway Community Plan, and it complies with the underlying CC-1-3 zone, and the surrounding land uses. Therefore, the project would not conflict with any applicable land use plan, policy, or regulations.

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"/>
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The site is located in an urban developed neighborhood, it is not located within or adjacent to the Multi-Habitat Planning area, as established in the City's MSCP Subarea Plan, and therefore, the project would not conflict with any applicable habitat conservation plan or natural community conservation plan.

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"/>
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The project site is located in an urban neighborhood. There are no such resources located on the project site.

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"/>
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See XIA. There are no such resources located on the project site.

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"/>
<p>The project did not meet the City's CEQA Significance Determination Thresholds to require the preparation of a noise report. Further, the project is located in the 60-65 decibel (dB) Community Noise Equivalent Level (CNEL) as depicted in the 2014 Airport Land Use Compatibility Plan (ALUCP) for the San Diego International Airport and is consistent with Table NE-3 (Land Use-Noise Compatibility Guidelines) of the General Plan.</p> <p>Noise from temporary construction activities is expected to be generated during the construction of the project. However, the project is expected to comply with Section 59.5.0404 of the Municipal Code for construction noise. Therefore, the project is not expected to generate noise levels in excess of standards established in the local general plan or City's Noise Ordinance, or other applicable standards. Impacts would be less than significant.</p>				
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"/>
<p>The project proposes the demolition of the existing convenience store, car wash and service station and redevelopment and operation of a car wash facility, convenience store, and service station, which would generate an increase in noise levels during construction activities. The project may have an increase of vibration or ground borne noise levels during drive shoring activities, however the noise from temporary construction activities would be required to comply with Section 59.5.0404 of the Municipal Code. Impacts would be less than significant. Refer to XIIa.</p>				
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 XIIa.				
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"/>
<p>Refer to XIIa. However, temporary construction noise would result from the proposed reconstruction and redevelopment of a new car wash facility, convenience store, and service station. The project's required compliance with the Section 59.5.0404 of the Municipal Code would reduce the construction noise levels to below a level of significance.</p>				
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	<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
would the project expose people residing or working in the area to excessive noise levels?				

The project site is located within the 60-65 dB ALUCP Noise Contours (CNEL), Airport Influence Area (Review Area 1) for the San Diego International Airport, and the Federal Aviation Administration (FAA) Part 77 Notification area for San Diego International Airport and North Island Naval Air Station. The redevelopment and operation of the project is located within two miles of a public airport or public use of an airport; however the project is consistent with the underlying zone and Table NE-3 (Land Use-Noise Compatibility Guidelines) of the General Plan. Further, a consistency determination by the San Diego County Regional Airport Authority, serving as the Airport Land Use Commission was completed for this project that the project is consistent with the Airport Land Use Compatibility Plan for the San Diego International Airport. Therefore, the project would not expose people residing or working in an area to excessive noise levels. Impacts would be less than significant.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project is not located within the vicinity of a private airstrip. The project would not expose people residing or working in the area to excessive noise levels. No impact would 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 type="checkbox"/>	<input checked="" type="checkbox"/>
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The redevelopment and operation of a car wash facility, convenience store, and service station is consistent with the underlying zone and adopted community plan and would not result in a substantial increase in new homes and businesses, therefore, the project would not induce substantial population growth in an area, either directly or indirectly. No impact would occur.

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"/>
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The redevelopment and operation of a car wash facility, convenience store, and service station on this site would not result in the displacement of substantial numbers of people, necessitating the construction of replacement housing. No impact would occur.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The redevelopment and operation of a car wash facility, convenience store, and service station would be within a neighborhood with similar commercial uses. The project would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. No impact 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 ☐ ☐ ☐ ☒

The project has been reviewed by the City's Fire Chief and would not affect existing levels of fire protection services, and therefore would not require the alteration of an existing or the construction of a new fire station.

ii) Police protection ☐ ☐ ☐ ☒

The project would not affect existing levels of police protection services per the Midway-Pacific Highway Community Plan, and would not require the alteration of or construction of a new police station.

iii) Schools ☐ ☐ ☐ ☒

The project is within the San Diego Unified School District. The project is located in an urban neighborhood where Dewey Elementary School is within the Midway-Pacific Highway community. The project does not propose residential use therefore the project not require the construction of new or the expansion of existing schools.

iv) Parks ☐ ☐ ☐ ☒

The project is consistent with the adopted community plan; it would not require the construction of a new or the expansion of an existing park facilities.

v) Other public facilities ☐ ☐ ☐ ☒

The project would not affect existing levels of public services; therefore, the project would not require the construction of a new or the expansion of existing public facilities.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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 redevelopment and operation of a new car wash facility, convenience store, and service station would not increase the use of existing neighborhood and regional parks or other recreational facilities to the extent that substantial physical deterioration of the facility would occur or be accelerated. No impact would occur.

- 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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Refer XVa. The project does not propose recreational facilities nor require the construction or expansion of such facilities.

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 project did not meet the thresholds to require the preparation of a traffic study. The proposal to allow the redevelopment and operation of a convenience store, car wash and service station is consistent with the adopted community plan. The Midway-Pacific Community area is served by public bus routes throughout the community, and the San Diego Trolley, Old Town Transit Center which connects the Mid-way-Pacific community to Downtown, Mission Valley, San Diego State University, El Cajon, Santee, National City, Chula Vista and San Ysidro. The project, therefore, would not be expected to result in significant traffic generation that would result in conflicts with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system.

- 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

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Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
congestion management agency for designated roads or highways?				

Refer to XVIa. The project is redevelopment of the site with the previous commercial uses that include a convenience store, car wash and service station, therefore the project is not expected to result in a conflict with applicable congestion management program or other standards established by the County congestion management agency. Therefore, the project would not decrease the level of service standards on existing roads or highways. No impact would occur.

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| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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The project is located in the 60-65 dB ALUCP Noise Contours (CNEL), Airport Influence Area (Review Area 1) for San Diego International Airport, and the Federal Aviation Administration (FAA) Part 77 Notification area for San Diego International Airport and North Island Naval Air Station. The maximum height of the proposed structure is 30.7 feet Above Mean Sea Level (AMSL). The FAA Part 77 notification surface is above the site at 55 feet above AMSL for SDIA. It was determined notification to the FAA is not required since the maximum structure height does not exceed the Part 77 notification surfaces for the San Diego International Airport. Although the project did not require notification to the FAA, the applicant submitted a, "No FAA Notification Self-Certification Agreement," dated December 14, 2017 that the project would not adversely affect safety in air navigation. The project would not result in a change in air traffic patterns nor result in substantial safety risks.

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| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Egress and ingress would be provided from Rosecrans Street and Midway Drive. The project proposes new curb, gutters and sidewalks on Rosecrans Street and Midway Drive to City Standards and to the satisfaction of the City Engineer. There are no features proposed that would be incompatible with the urban environment, therefore, the project would not substantially increase hazards associated with any design feature or incompatible uses. No impact would result.

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| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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The project design 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. No impact would result.

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| f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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See XVIa. Public transit such as bus routes and the Old Town Trolley Station is approximately 0.7 miles from the project site. The project includes bicycle parking spaces and would not impede the use of any alternative transportation facility such as bus stops or sidewalks. Therefore, the project would not result in any conflicts regarding plans, policies or programs regarding public transit, bicycle, pedestrian facilities, or decrease the performance or safety of such facilities. No impact would occur.

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"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project would not cause a substantial adverse effect to tribal cultural resources, as there are no recorded sites listed or sites eligible for listing on the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k).

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| b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Tribal Cultural Resources include sites, features, places, cultural landscapes, and sacred places or objects that have cultural value or significance to a Native American Tribe. Tribal Cultural Resources include “non-unique archaeological resources” that, instead of being important for “scientific” value as a resource, can also be significant because of the sacred and/or cultural tribal value of the resource. Tribal representatives are considered experts appropriate for providing substantial evidence regarding the locations, types, and significance of tribal cultural resources within their traditionally and cultural affiliated geographic area (PRC § 21080.3.1(a)).

Tribal Cultural Resources pursuant to subdivision Public Resources Code Section 5024.1(c) could potentially be impacted through project implementation. Therefore, to determine significance of the resources, the City of San Diego engaged the Lipay Nation of Santa Isabel and Jamal Indian Village Tribes, both traditionally and culturally affiliated with the project area. These tribes were notified of the project via email on May 8, 2018. Both Native American Tribes responded within the 30-day formal notification period requesting consultation. On May 11, 2018, City staff met with Tribal Representatives’ for consultation on this project, and it was determined there were no further

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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concerns to Tribal Cultural Resources. Consultation under Public Resource Code 21080.3.1. was therefore concluded. No impact would result.

XVIII. UTILITIES AND SERVICE SYSTEMS – Would the project:

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Adequate services are available to serve the site. The project proposes the redevelopment of the previous uses that include a convenience store, car wash and service station. Further, the car wash facility would involve the installation of new upgraded and more efficient equipment as well as the use of recycled water, and therefore the project would not exceed wastewater treatment requirements. No such impacts, therefore, would occur.

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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 type="checkbox"/> | <input checked="" type="checkbox"/> |
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Adequate services are available to serve the site, therefore, the project would not result in the requirement for the construction of new water or wastewater treatment facilities, therefore the project would not cause significant environmental effects. The project would not exceed wastewater treatment requirements. No such impacts, therefore, would occur.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Adequate services are available to serve the site. The project would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities. No impacts, therefore, would occur.

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| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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The project does not meet the City's CEQA Significance Determination Thresholds requiring the need for the project to prepare a water supply assessment. Adequate services are available to serve the site. The project would not require new or expanded entitlements.

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| e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
to the provider's existing commitments?				

The project was reviewed by the Public Utilities staff who determined that adequate services are available to serve the site.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project would be served by a landfill with sufficient permitted capacity to accommodate the project's disposal needs. Construction debris and waste would be generated from the replacement and reconstruction of the commercial building, fueling station and car wash facility. All construction waste from the project site would be transported to an appropriate facility, which would have adequate capacity to accept the limited amount of waste that would be generated by the project. Long-term operation of the proposed commercial facility is anticipated to generate typical amounts of solid waste associated with commercial use. Furthermore, the project would be required to comply with the City's Municipal Code (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)) for diversion of both construction waste and solid waste during the long-term, operational phase. Impacts are considered to be less than significant, and no mitigation measures are required.

g) Comply with federal, state, and local statutes and regulation related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The applicable regulations related to solid waste disposal include: AB 341, which sets a policy goal of 75 percent waste diversion by the year 2020; the City's Recycling Ordinance, adopted November 2007, which requires on-site recyclable collection for residential and commercial uses; the City's Refuse and Recyclable Materials Storage Regulations indicates the minimum exterior refuse and recyclable material storage areas required at residential and commercial properties; the Construction and Demolition (C&D) Debris Deposit Ordinance requires that the majority of construction, demolition, and remodeling projects requiring building, combination, or demolition permits pay a refundable C&D Debris Recycling Deposit and divert at least 50 percent of their waste by recycling, reusing, or donating reusable materials; and AB 1826 requires businesses in California to arrange for recycling services for organic waste including food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste. The project would be required to comply with federal, state, and local statutes and regulation related to solid waste.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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?

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As documented in this Initial Study, the project is located within an urban neighborhood and surrounded by existing development and does not contain any sensitive biological or historical resources. The project would not have the potential to degrade the quality of the environment or eliminate important examples of the major periods of California history or prehistory. However, the project has the potential to impact paleontological resources, therefore the project will require monitoring for paleontological resources as a condition of approval. Implementation of these conditions would reduce impacts to below a level of significance.

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

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Based upon project review, City staff determined that the project would not result in either direct, indirect or cumulative impacts. The project would not have a considerable incremental contribution to any cumulative impact. No such impacts, therefore, would occur.

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

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The project would not have any environmental effects on human beings, either directly or indirectly. No such impacts, therefore, would occur.

**INITIAL STUDY CHECKLIST
REFERENCES**

I. Aesthetics / Neighborhood Character

- ☐ City of San Diego General Plan
- ☒ Community Plans: Midway-Pacific Highway Community Plan

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 and 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 and Built Environment)

- ☐ City of San Diego Historical Resources Guidelines
- ☒ City of San Diego Archaeology Library
- ☐ Historical Resources Board List
- ☐ Community Historical Survey:
- ☐ Site Specific Report:

VI. Geology/Soils

- ☐ City of San Diego Seismic Safety Study
- ☐ U.S. Department of Agriculture Soil Survey - San Diego Area, California, Part I and II, December 1973 and Part III, 1975
- ☒ Site Specific Report: Geotechnical Investigation Report for Chevron Facility No. 9-2239 2959 Midway Drive, San Diego, California 92110, prepared by Santec Consulting Services, Inc., May 5, 2017

- ☒ Site Specific Report: Chevron 9-2239 Geotechnical Addendum prepared by Santec, November 1, 2017.
- ☒ Site Specific Report: Soil and Groundwater Management Plan Chevron Station No. 9-2239, prepared by Santec Consulting Services, Inc., May 4, 2018.
- ☒ Site Specific Report: Response to City of San Diego Geotechnical Review Comments Chevron 9-2239 2959 Midway Drive, San Diego, California 92110, prepared by Santec Consulting Services, Inc., November 1, 2017.

VII. Greenhouse Gas Emissions

- ☒ Site Specific Report: Climate Action Plan Consistency Checklist

VIII. Hazards and Hazardous Materials

- ☐ San Diego County Hazardous Materials Environmental Assessment Listing
- ☐ San Diego County Hazardous Materials Management Division
- ☒ FAA Self Certification Agreement
- ☐ State Assessment and Mitigation, Unauthorized Release Listing, Public Use Authorized
- ☐ Airport Land Use Compatibility Plan
- ☒ Site Specific Report: A Vapor Intrusion Human Health Risk Assessment Report, were prepared by Santec Consulting, February 8, 2019.
- ☒ Site Specific Report: A Revised Community Health and Safety Plan, were prepared by Santec Consulting, January 28, 2019.

IX. Hydrology/Drainage

- ☐ 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
- ☒ Site Specific Report: Priority Development Project (PDP) Storm Water Quality Management Plan (SWQMP) Plan for Chevron Fueling/Car Wash Facility, 2959 Midway Drive, San Diego, CA Project No. 556729, prepared by PM Design Group, Inc., August 17, 2018.
- ☒ Site Specific Report: Water Pollution Control Plan for Project: Chevron-San Diego, prepared by PM Design Group, Inc. December 2017.
- ☒ Site Specific Report: Project Drainage Report Chevron Fueling/ Car Wash Facility 2959 Midway Drive, San Diego, CA, prepared by Kyle Flaming, P.E., JM Civil Engineering Solutions Group, August 2018.

X. Land Use and Planning

- ☐ City of San Diego General Plan
- ☐ Community Plan
- ☐ Airport Land Use Compatibility Plan
- ☐ City of San Diego Zoning Maps
- ☒ Airport Land Use Commission Consistency Determination, February 8, 2018.
- ☐ Other Plans:

XI. Mineral Resources

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

- ☐ Division of Mines and Geology, Special Report 153 - Significant Resources Maps
- ☒ City of San Diego General Plan: Conservation Element
- ☐ Site Specific Report:

XII. Noise

- ☒ City of San Diego General Plan
- ☐ Community Plan
- ☐ San Diego International Airport - Lindbergh Field CNEL Maps
- ☐ Brown Field Airport Master Plan CNEL Maps
- ☐ Montgomery Field CNEL Maps
- ☐ San Diego Association of Governments - San Diego Regional Average Weekday Traffic Volumes
- ☐ San Diego Metropolitan Area Average Weekday Traffic Volume Maps, SANDAG
- ☐ Site Specific Report:

XIII. Paleontological Resources

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

- ☐ City of San Diego General Plan
- ☒ Community Plan

XVI. Recreational Resources

- ☐ 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

- ☐ City of San Diego General Plan
- ☐ Community Plan:
- ☐ San Diego Metropolitan Area Average Weekday Traffic Volume Maps, SANDAG

- ☐ San Diego Region Weekday Traffic Volumes, SANDAG
- ☐ Site Specific Report:

XVIII. Utilities

- ☐ Site Specific Report:

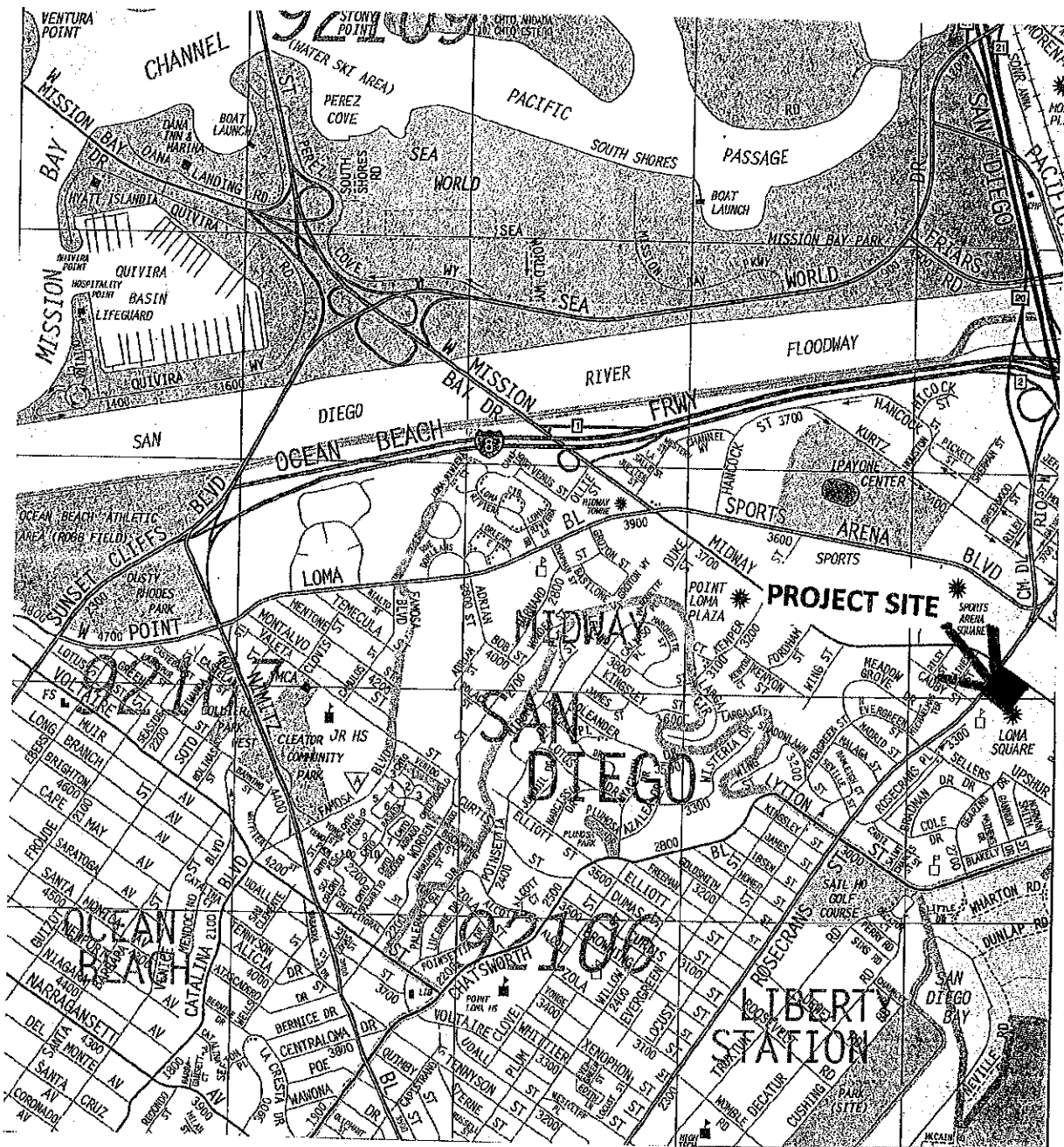
XIX. Water Conservation

- ☐ Sunset Magazine, *New Western Garden Book*, Rev. ed. Menlo Park, CA: Sunset Magazine

XX. Water Quality

- ☐ Clean Water Act Section 303(b) list, http://www.swrcb.ca.gov/tmdl/303d_lists.html
- ☐ Site Specific Report:

Revised: August 2018

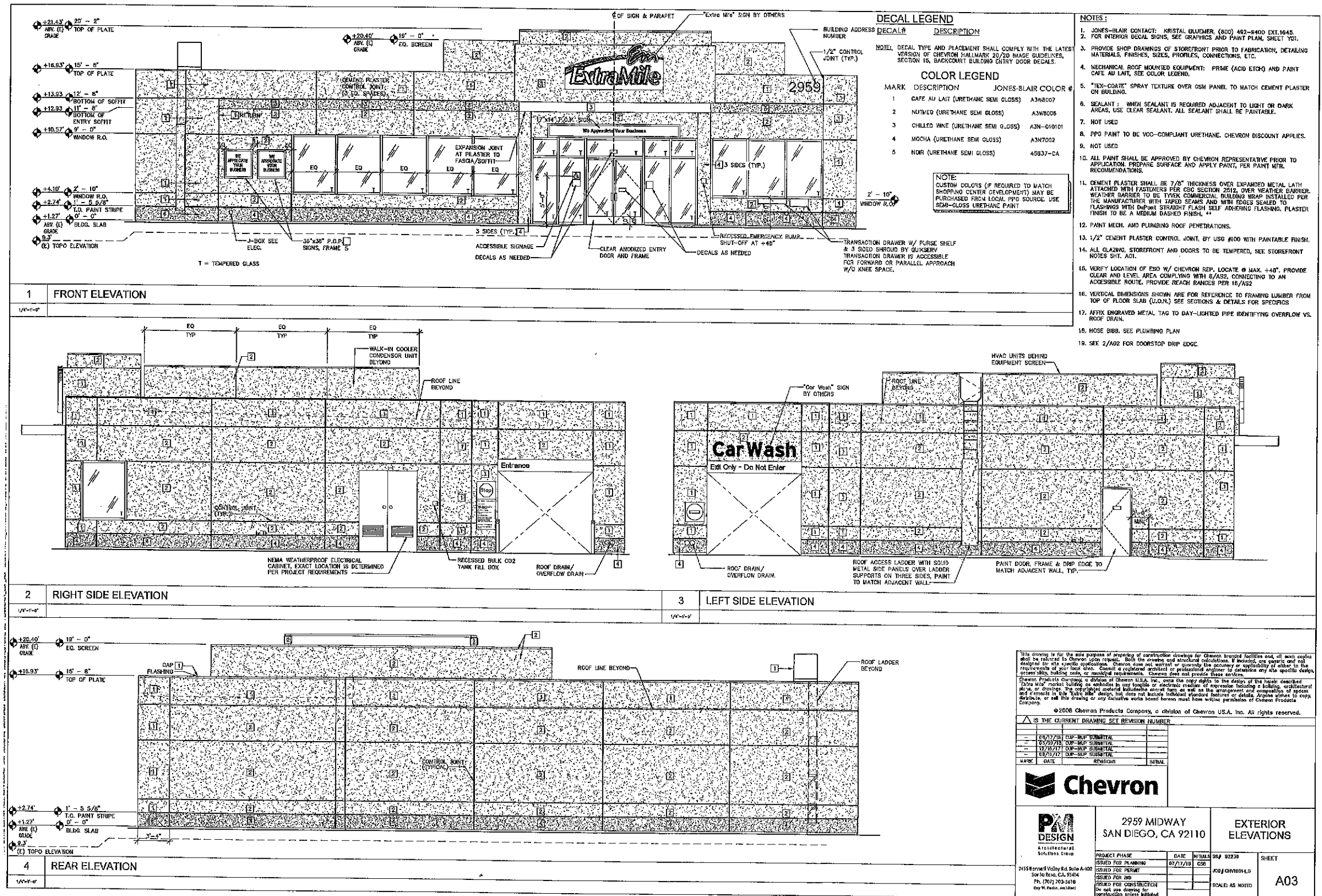


Location Map

Chevron No. 92239 NUP Project/Project No. 556729
City of San Diego – Development Services Department

FIGURE

1



Chevron No. 92239 NUP Project

Exterior Elevations

Environmental Analysis Section Project No. 556729
CITY OF SAN DIEGO · DEVELOPMENT SERVICES DEPARTMENT



