



The County of San Diego

Planning Commission Hearing Report

Date:	July 26, 2024	Case/File No.:	6 Carat Carwash; PDS2022-MUP-22-003, PDS 2022-ER-08-01-008A
Place:	County Operations Center 5520 Overland Avenue San Diego, CA 92123	Project:	Major Use Permit for Automotive and Equipment: Cleaning.
Time:	9:00 a.m.	Location:	28874 Valley Center Road, Valley Center
Agenda Item:	#1	General Plan:	Office Professional/General Commercial
Appeal Status:	Appealable to the Board of Supervisors	Zoning:	Office-Professional/General Commercial (C30/C36)
Applicant/Owner:	David Carattini	Community:	Valley Center Community Plan Area
Environmental:	Mitigated Negative Declaration	APN:	188-231-36-00

A. OVERVIEW

The purpose of this report is to provide the Planning Commission with the information necessary to consider the proposed Major Use Permit (MUP), and environmental findings prepared in accordance with the California Environmental Quality Act (CEQA).

The 6 Carat Carwash (Project) includes a request for the development of a 3,300 square foot car wash in an existing commercial center. The commercial center is located on a 5.75-acre site at the corner of Miller Road and Valley Center Road within the Valley Center Community Planning area.

The sections contained in this report describe the following: development proposal, analysis and discussion, Community Planning Group recommendation, CEQA compliance, and the Planning & Development Services (PDS) recommendation. PDS analyzed the Project for consistency with the General Plan, Zoning Ordinance, and other applicable regulations, policies, and ordinances, and found the Project to be consistent with the inclusion of conditions in the attached Project Form of Decision (Attachment B). The Planning Commission is asked to consider the Project and either approve the Project as submitted, approve the Project with modifications, or deny the Project. Based on the analysis of the Project, the required findings can be made, and staff recommends approval of the Project. PDS recommends approval of the MUP, with the conditions noted in the attached Form of Decision.

B. REQUESTED ACTIONS

This is a request for the Planning Commission to evaluate the Project, determine if the required findings can be made and, if so, take the following actions:

1. Adopt the Environmental Findings which includes the adoption of a Mitigated Negative Declaration (MND) (Attachment E).
2. Approve PDS2022-MUP-22-003, make the findings, and include the requirements and conditions as set forth in the Form of Decision (Attachment B).

C. PROJECT BACKGROUND

The existing Miller Road Plaza commercial center was approved as a Site Plan Permit in 2012 (PDS2008-3500-08-013) and consisted of a retail center with three buildings, a 3,750 square foot building with restaurant and retail space, a 7,583 square foot building with office and retail space, and a 4,272 square foot building with a convenience store, a fast-food restaurant, and a gas station. The site has been graded and the commercial center is currently under construction. The car wash will be located behind the existing convenience store, in an area that was previously planned for the drive-through for the fast-food restaurant. A Major Use Permit is required for the addition of a car wash because zoning for the site is C30/C36 Office-Professional/General Commercial. Pursuant to the zoning ordinance, Automotive and Equipment Cleaning uses within an C30/C36 zone require a Major Use Permit.

D. REGIONAL SETTING AND PROJECT LOCATION

The project site is located at 28874 Valley Center Road in the Valley Center Community Plan area (Figures 1 and 2). Rural residential housing is located to the north and west, commercial development is located to the south, east and west. The site is comprised of one legal lot totaling 5.75 acres in size and contains a retail center and gas station that are currently under construction. Please refer to Attachment B – Planning Documentation, for maps of surrounding land uses and zoning designations.

Table D-1: Surrounding Zoning and Land Uses

Location	General Plan	Zoning	Adjacent Streets	Description
North	Office Professional	Office-Professional (C30), Variable Family Residential (RV), & Single-Family Residential (RS)	Miller Road	Rural Residential and Vacant
East	General Commercial	General Commercial (C36), General Commercial/Residential (C34), & Rural Commercial (C40)	Valley Center Road	Commercial and Vacant
South	General Commercial	General Commercial (C36) & Single-Family Residential (RS)	Valley Center Road	Commercial, Vacant, and Rural Residential
West	Rural Commercial	Rural Commercial (C40) & Single-Family Residential (RS)	Valley Center Road and Miller Road	Commercial and Vacant

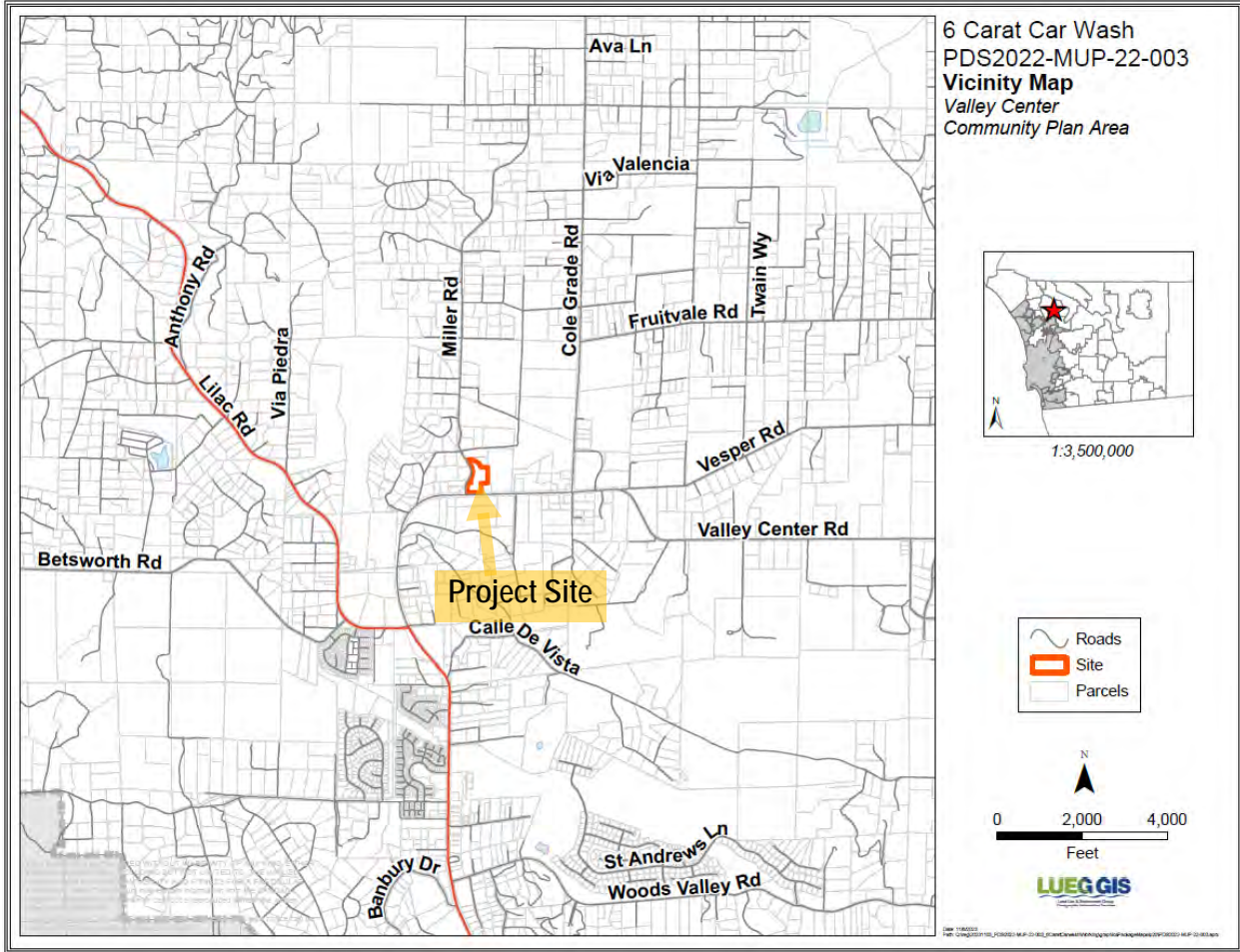


Figure 1: Vicinity Map



Figure 2: Aerial of Existing Site

E. DEVELOPMENT PROPOSAL

1. Project Description

The 6 Carat Carwash (Project) is a Major Use Permit (MUP) request for a 3,300 square foot automated car wash. The proposal also includes two covered canopy awnings with 17 vacuum stalls to the west and south of the existing gas station on the site. The car wash would be fully automated using reclaimed water. There are no changes proposed to the existing structures on-site. Approximately 4 cubic yards of fill dirt will be removed to install the underground water reclamation system.

The site is subject to the General Plan Regional Category Village, and Land Use Designation Office Professional & General Commercial. Zoning for the site is Office-Professional/General Commercial (C30/C36).

The Project has demonstrated that all necessary services and facilities are available as required by the General Plan and Board of Supervisors Policy I-84 (Project Facility Availability Forms for School and Fire Services). Project Facility Availability Forms have been provided for all services and are included in Attachment F.

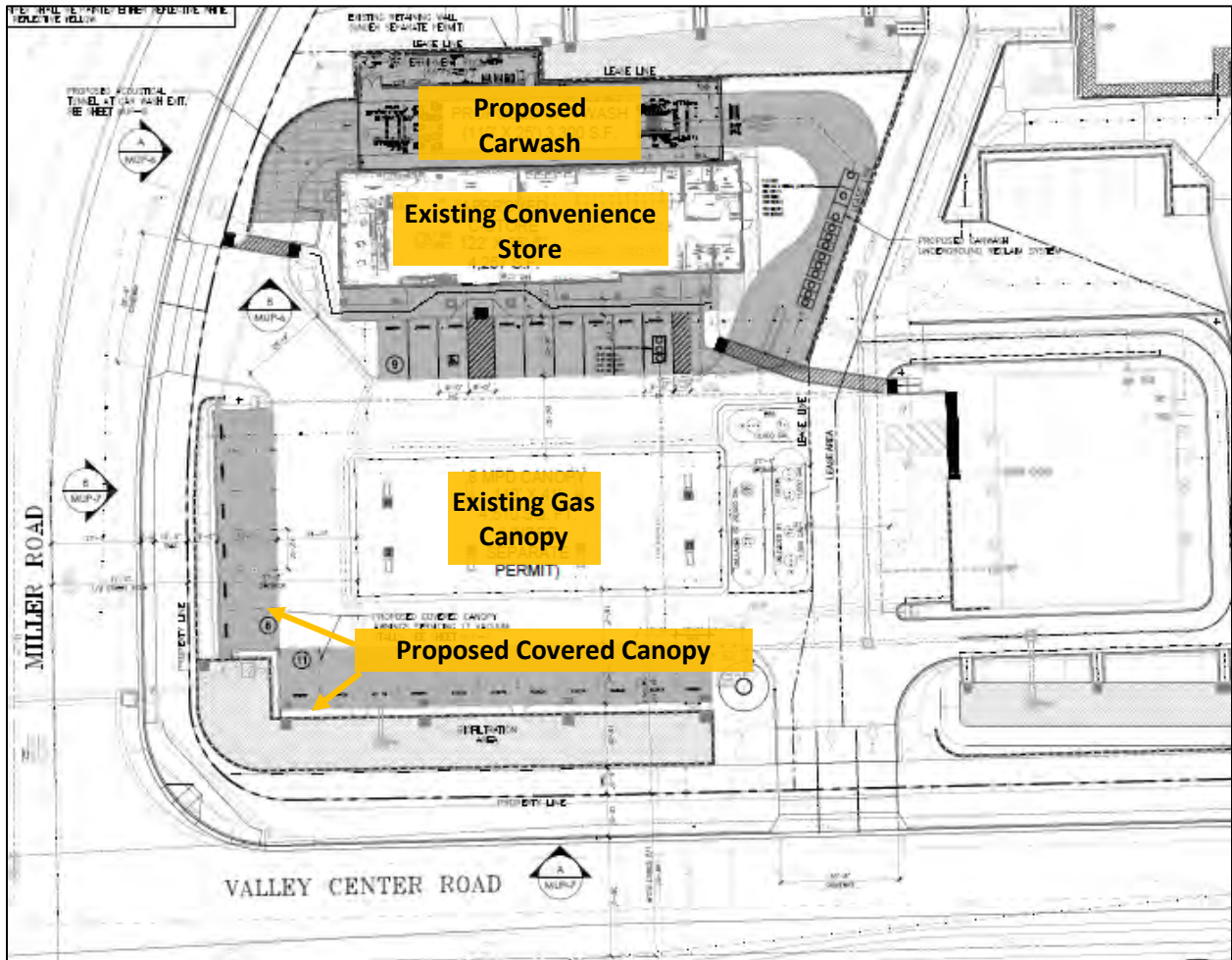


Figure 3: Proposed Project



Figure 4: South Elevation

F. ANALYSIS AND DISCUSSION

The Project has been reviewed for conformance with all relevant ordinances and guidelines, including the San Diego County General Plan, the Valley Center Community Plan, the County Zoning Ordinance, and CEQA Guidelines. A discussion of the project's consistency with applicable codes, policies, and ordinances is described on the following pages.

1. Key Requirements

- a. Is the Project consistent with the vision, goals, and policies of the General Plan?
- b. Does the Project comply with the policies set forth under the Valley Center Community Plan?
- c. Is the Project consistent with the County's Zoning Ordinance?
- d. Is the Project consistent with other applicable County regulations?
- e. Does the Project comply with CEQA?

2. Project Analysis

Major Use Permit (MUP) Findings

The discussion below covers scale, bulk and coverage, availability of services, effects upon neighborhood character, and suitability of the site for the Project which are all required findings for granting of a MUP. Staff has analyzed the Project in relation to each of these and found the project to comply with each finding.

The Project consists of a Major Use Permit to construct a 3,300 square-foot (sf) express car wash facility with an automatic car wash tunnel and vacuum stations. The project is part of a previously approved project (Miller Road Plaza), which includes a gas station and convenience store, and previously included a fast-food restaurant with a drive-through, where the car wash building is now proposed. The car wash structure would be enclosed and located immediately north of the previously approved convenience store. The car wash would be open from 6am to 10pm daily, with expected capacity of five cars per hour. The car wash would be fully automated using reclaimed water. Access to the site would be provided by Miller Road, a County-maintained road.

The community of Valley Center is characterized by its unique topographic features, agricultural activities and predominance of estate residential development. The project site is designated Office-Professional (C30/C36) by the Zoning Ordinance, and Office Professional/General Commercial by the General Plan, which allow for administrative and professional offices, retail sales and services, and other limited commercial uses. Surrounding properties to the north and east are also zoned Office-Professional (C30). The properties to the northwest and southwest (across Miller Road) are zoned Rural Residential (RR) and Rural Commercial (C40), respectively. The property to the south (across Valley Center Road) is zoned General Commercial (C36). Development surrounding the project site consists of commercial and office, low-density residential uses, agriculture, and undeveloped lands. The project site abuts a County-maintained road, Valley Center Road, to the south.

The project has been designed to be consistent with the Valley Center Community Design Guidelines. The Guidelines state that all commercial areas should be served by Mobility Element roads or local roads which meet the standards of the County of San Diego and, whenever possible, new commercial development should provide secondary road access as opposed to access from major through roads. The project site is served by Valley Center Road (a Mobility Element road) and

by Miller Road (a non-Mobility Element road), and takes access from both roads. The car wash building has also been designed using stucco and a stone façade as recommended by the Valley Center Design Guidelines.

The proposed lot coverage of the Project would be compatible with surrounding lot coverage in the area. The car wash is located in Miller Road Plaza, a previously approved Site Plan which consists of three buildings on a large lot with ample space between the buildings. To the east of Miller Road south of Valley Center Road at Cole Grade Road are similarly sized commercial buildings with similar lot coverage that house a variety of commercial uses. The Floor Area Ratio (FAR) is 0.08. This is below the maximum allowable FAR for the site, which is 0.45 or 0.70/0.80 for General Commercial and Office Professional designations.

The site currently receives public services, and the Project has been reviewed by the Valley Center Fire Protection District to ensure it will continue to receive adequate services.

Noise

As a response to the results of the Noise Study completed for the project, an exit tunnel was added to the car wash. The purpose of the tunnel is to channel and reduce noise impacts generated within the tunnel. The roof of the exit canopy will also consist of special translucent panels designed to minimize noise impacts. The same translucent panels will be installed in the spaces between the steel pillars which support the tunnel roof.

Noise levels of the proposed tunnel equipment and AC units were calculated at surrounding property lines. The highest noise level would be 50.9 dBA at the nearest commercial receiver to the east and 46.2 dBA at the nearest residential receiver to the northwest. Equipment noise levels are expected to meet applicable noise limits of the County of San Diego at all surrounding property lines. In addition, traffic from the Project would increase the noise level by 0.4 dBA, which is less than the threshold of 3 decibels.

Traffic

Pursuant to the County's adopted Transportation Study Guidelines, the Project meets the CEQA Vehicle Miles Traveled (VMT) screening criteria for locally serving commercial projects that are less than 50,000 square feet and will not result in a significant VMT impact. Project trips, or average daily trips (ADTs), associated with construction are estimated to be between 5 and 20 ADT for workers. Given that construction worker trips would be temporary and would be dispersed along different routes based on the origin of the trips, construction worker commuting is not expected to have a significant effect on the capacity of the transportation system.

Biological Resources

Due to historical disturbance of the Project site, and the previous grading that was performed for the Miller Road Plaza project, it was determined that the site has limited biological value. To comply with the Migratory Bird Treaty Act (MBTA) and to avoid the direct loss of nest(s) protected under the MBTA, a pre-construction nesting survey of vegetated areas adjacent to the site will be required if construction work must be conducted during the nesting season (January 15 to August 31).

Cultural Resources

Due to the sensitivity of the area, and to mitigate for potential impacts to undiscovered buried tribal cultural resources, a Tribal Monitoring Program will be implemented for this project. Both a Luiseño monitor from the Rincon Band (Rincon monitor) and a Kumeyaay monitor from the San Pasqual Band (San Pasqual monitor) will be contracted to perform tribal monitoring during construction.

3. General Plan Consistency

The site is subject to the Village General Plan Regional Category and Office Professional & General Commercial Land Use Designations. The proposed project is consistent with the following relevant General Plan goals, policies, and actions as described in Table F-1.

Table F-1: General Plan Conformance

General Plan Policy	Explanation of Project Conformance
<p>Policy LU-5.2 (Sustainable Planning and Design). Incorporate into new development sustainable planning and design.</p>	<p>The project incorporates the latest technologies for the recirculation and reuse of water. The car wash will use reclaimed water that will be recycled.</p>
<p>Goal LU-9.6 (Town Center Uses). Locate commercial, office, civic, and higher-density residential land uses in the Town Centers of Villages or Rural Villages at transportation nodes. Exceptions to this pattern may be allowed for established industrial districts and secondary commercial districts or corridors.</p>	<p>The car wash is proposed in an existing commercial center with an area designated as Village in the community of Valley Center. The use is compatible with the intended uses for this area.</p>
<p>Policy COS-4.1 (Water Conservation). Require development to reduce the waste of potable water through use of efficient technologies and conservation efforts that minimize the County's dependence on imported water and conserve groundwater resources.</p>	<p>The project incorporates the latest technologies for the recirculation and reuse of the water. The car wash will use reclaimed water that will be recycled.</p>
<p>Policy LU-6.5 (Sustainable Stormwater Management). Ensure that development minimizes the use of impervious surfaces and incorporates other Low Impact Development techniques as well as a combination of site design, source control, and stormwater best management practices, where applicable and consistent with the County's LID Handbook.</p>	<p>The project has incorporated required stormwater management features consistent with the Best Management Practice Design Manual.</p>
<p>Policy LU-13.1 (Commitment of Water Supply). Coordinate water infrastructure planning with land use planning to maintain an acceptable availability of a high quality sustainable water supply. Ensure that new development includes both indoor and outdoor water conservation measures to reduce demand.</p>	<p>The project will obtain water service from the Valley Center Water District for the operations of the Project, who has agreed to provide service to the Project. The Project will not rely on groundwater or deplete groundwater resources in the area.</p>

4. Valley Center Community Plan Consistency

The Project is consistent with the following relevant Valley Center Community Plan goals, policies, and actions as described in Table F-2.

Table F-2: Valley Center Community Plan Conformance

Community Plan Policy	Explanation of Project Conformance
<p>Commercial Goal, Policies and Recommendations #2. Ensure that all commercial areas are served by Mobility Element roads or local roads which meet the standards of the County of San Diego. Whenever possible, require new commercial development to provide secondary road access as opposed to access from major through roads.</p>	<p>The Project site is served by Valley Center Road (a Mobility Element road) and by Miller Road (a non-Mobility Element road), and takes access from both roads.</p>
<p>Commercial Goal, Policies and Recommendations #3. Require new commercial development to comply with the Design Guidelines for Valley Center including, but not limited to, the retention of significant natural features characteristic of the community's landscape. Existing topography, landforms, drainage courses, rock outcroppings, vegetation and viewshed shall be incorporated in the design of the future development of commercial land via the "B" Community Design Area.</p>	<p>The proposed car wash is located in an existing commercial center and very little earth movement will be required to construct the facility. The building has been designed with a stucco exterior and stone façade as recommended in the Valley Center Design Guidelines.</p>

5. Zoning Ordinance Consistency

The Project site is zoned Office Professional/General Commercial (C30/C36). The proposed Project does not propose to change the existing General Plan Land Use Designation and is consistent to the Zoning Use Regulations Compatibility Matrix (Zoning Ordinance Section 2050).

Table F-3: Zoning Ordinance Development Regulations

ZONING REGULATIONS	CURRENT	CONSISTENT?
Use Regulation:	C30/C36	Yes, upon approval of a MUP
Animal Regulation:	J	Yes
Density:	2	N/A
Lot Size:	0.5 AC	Yes
Building Type:	L	Yes
Height:	G (35')	Yes
Lot Coverage:	-	Yes
Setback:	B/G	Yes
Open Space:	-	Yes
Special Area Regulations:	B	Yes

Table F-4: Zoning Ordinance Development Regulations

Development Standard	Proposed/Provided	Complies?
Section 2705.c of the Zoning Ordinance allows for Automotive and Equipment: Cleaning within the C30/C36 zone upon issuance of a MUP.	The Project is a request for the development of a 3,300 square-foot car wash attached to a previously permitted and constructed gas station which is classified in the Zoning Ordinance as Automotive and Equipment: Cleaning. Therefore, the Project will comply with the C30/C36 Use Regulations upon approval of a MUP.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Upon approval of a MUP.
Section 4600 of the Zoning Ordinance requires that the project meet the "G" height requirement of 35 feet.	The height of the proposed car wash tunnel is 11-feet, 10-inches which complies with the maximum allowed height of 35 feet.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Section 4800 of the Zoning Ordinance requires that the project meet the "B/G" setback requirements of a 60-foot front yard setback, 15-foot interior side yard setback, 35-foot exterior side yard setback, and a 50-foot rear yard setback.	The proposed Project meets the setback requirements for front, side, and rear yard setbacks.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

6. Applicable County Regulations

Table F-5: Applicable Regulations

County Regulation Policy	Explanation of Project Conformance
1. Resource Protection Ordinance (RPO)	The Project has been found to comply with the RPO because it will not impact any wetlands, floodplains/floodways, steep slopes, or sensitive habitat lands.
2. County Consolidated Fire Code	The Project has been reviewed by the Valley Center Fire Protection District and has been found to be in compliance with the County Consolidated Fire Code.
3. Noise Ordinance	The Project as designed will not generate significant noise levels which exceed the allowable limits of the County Noise Element or Noise Ordinance.
4. Light Pollution Code	The Project will implement outdoor lighting and glare controls which will ensure compliance with the Light Pollution Code.
5. Watershed Protection Ordinance (WPO)	A Standard Project Stormwater Quality Management Plan (SWQMP) was prepared for the Project and is determined to be in compliance with the WPO.

6. Multiple Species Conservation Program (MSCP)	The Project site is not located within the boundaries of the County's Multiple Species Conservation Program (MSCP).
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7. California Environmental Quality Act (CEQA) Compliance

The Project has been reviewed for compliance with CEQA because a Mitigated Negative Declaration (MND) was prepared and was available for comments during Public Review from March 7, 2024 to April 8, 2024, on file with PDS under Environmental Log Number PDS 2022-ER-08-01-008A. The MND concluded that the project, as designed, would not cause any significant effects on the environment. The Project requires minimal grading which would not significantly affect stormwater or air quality, and the Project complies with the County Noise Ordinance. Mitigation measures have been incorporated for Biology (nest surveys) and Cultural Resources (Tribal monitoring).

No comments from were received during the MND public review period. Details of the mitigation measures can be found in the Environmental Documentation (Attachment C).

G. COMMUNITY PLANNING GROUP AND DESIGN REVIEW BOARD

On June 6, 2022, the Valley Center Design Review Board considered the project and recommended approval of the proposed MUP with no conditions 5-0-0-0 (5-Ayes, 0-Noes, 0-Abstain, 0-Vacant/Absent).

On June 13, 2022, the Valley Center Community Planning Group (CPG) considered the Project and recommend approval of the proposed MUP with conditions 13-0-0-2 (9-Ayes, 0-Noes, 0-Abstain, 2-Vacant/Absent). The condition included having no internally lit signage, which the project does not.

H. PUBLIC INPUT

At the time of application submittal on March 1, 2022, and in accordance with Board Policy I-49, public notices were sent to property owners within a minimum radius of 600 feet of the project site until at least 20 different property owners were noticed. No comments or phone calls were received.

Notice of today's hearing was sent to 107 property owners, which includes all property owners within a 1,500 foot radius of the project site. Notice of the Project was also posted at the site.

Report Prepared By:
Daniella Hofreiter, Project Manager
619-380-3130
daniellat.hofreiter@sdcounty.ca.gov

Report Approved By:
Dahvia Lynch, Director
858-694-2962
dahvia.lynch@sdcounty.ca.gov



AUTHORIZED REPRESENTATIVE: _____

DAHVIA LYNCH, DIRECTOR

ATTACHMENTS:

- Attachment A – Environmental Findings
- Attachment B – Planning Documentation
- Attachment C – Environmental Documentation
- Attachment D – Form of Decision
- Attachment E – Public Documentation
- Attachment F – Service Availability Forms
- Attachment G – Ownership Disclosure

Attachment A – Environmental Findings

6 CARAT CARWASH

**PDS2022-MUP-22-003;
PDS2022-ER-08-01-008A**

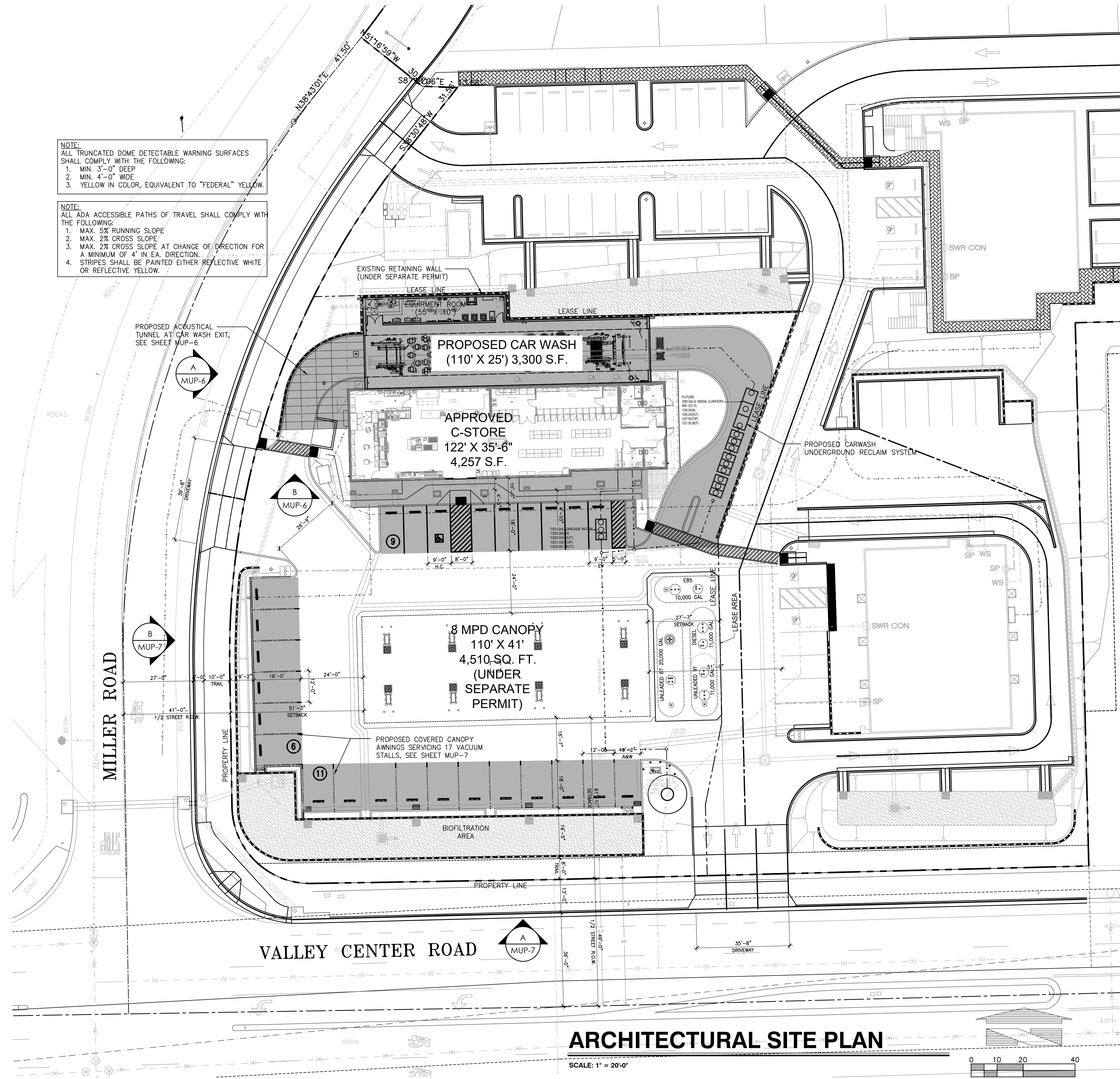
**ENVIRONMENTAL FINDINGS
July 26, 2024**

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FINDINGS

- 1) Find that the Planning Commission has reviewed and considered the information contained in the Mitigated Negative Declaration on file with Planning & Development Services as Environmental Review Number PDS2022-ER-08-01-008A before making its decision on the proposed project.
- 2) Adopt the Mitigation and Monitoring Program as incorporated into the project conditions of approval pursuant to CEQA Guidelines section 15074(d).
- 3) Find that the proposed project is consistent with the Resource Protection Ordinance (RPO) (County Code, Section 86.601 et seq.).
- 4) Find that plans and documentation have been prepared for the proposed project that demonstrate that the project complies with the Watershed Protection, Stormwater Management, and Discharge Control Ordinance (County Code, Section 67.801 et seq.).

Attachment B – Planning Documentation

MAJOR USE PERMIT EXXONMOBIL & CIRCLE K W/ 6 CARAT ENTERPRISE INC.



NOTE:
ALL TRUNCATED DOME DETECTABLE WARNING SURFACES SHALL COMPLY WITH THE FOLLOWING:
1. MIN. 3'-0" DEEP
2. MIN. 4'-0" WIDE
3. YELLOW IN COLOR, EQUIVALENT TO "FEDERAL" YELLOW.

NOTE:
ALL ADA ACCESSIBLE PATHS OF TRAVEL SHALL COMPLY WITH THE FOLLOWING:
1. MAX. 5% RUNNING SLOPE
2. MAX. 2% CROSS SLOPE
3. MAX. 2% CROSS SLOPE AT CHANGE OF DIRECTION FOR A MINIMUM OF 4' IN EA. DIRECTION.
4. STRIPES SHALL BE PAINTED EITHER REFLECTIVE WHITE OR REFLECTIVE YELLOW.

SITE DATA

ADDRESS: 28874 VALLEY CENTER ROAD, BUILDING C VALLEY CENTER, CA 92082

PERMIT NUMBERS: TBD

A.P.N.: 188-231-36-00

LOT SIZE: LEASE GROSS AREA: 41,182 S.F. (0.95 ACRES)

COUNTY: SAN DIEGO

EXISTING ZONE: GENERAL COMMERCIAL

PROPOSED ZONE: GENERAL COMMERCIAL

EXISTING LAND USE: COMMERCIAL / RETAIL

PROPOSED LAND USE: COMMERCIAL / RETAIL

BUILDING AREA: CAR WASH: 3,300 S.F.

CONSTRUCTION TYPE: V-B/SPRINKLERED

OCCUPANCY: M

OCCUPANT LOAD: MAX OCCUPANTS: 86

HEIGHTS: 32'-6" T.O. HIGH PARAPET

STORIES: ONE

PARKING REQUIREMENTS: 1 SPACE / 250 S.F. (4,257 S.F./250)
TOTAL REQUIRED: 17 SPACES
TOTAL PROVIDED: 26 SPACES (1 H.C. & 1 E.V. & 15 VACUUM)

LOT COVERAGE: BUILDING: 12,067 S.F. (29%)
LANDSCAPING: 10,699 S.F. (26%)
IMPERVIOUS: 18,416 S.F. (45%)
TOTAL LEASED AREA: 41,182 S.F. (100%)

CODE INFORMATION

ALL CONSTRUCTION TO COMPLY WITH:
BUILDING CODE: 2019 CALIFORNIA BUILDING CODE
PLUMBING CODE: 2019 CALIFORNIA PLUMBING CODE
ELECTRICAL CODE: 2019 CALIFORNIA ELECTRIC CODE
MECHANICAL CODE: 2019 CALIFORNIA MECHANICAL CODE
ENERGY CODE: 2019 CALIFORNIA ENERGY CODE
GREEN BUILDING: 2019 CALIFORNIA GREEN BUILDING CODE
FIRE CODE: 2019 CALIFORNIA FIRE CODE (2015 IFC)

PROJECT OWNER / APPLICANT

6 CARAT ENTERPRISE INC.
DAVID CARATTINI
270 NORTH EL CAMINO REAL #523
ENCINITAS, CA 92024
PHONE: 760-822-0004
E-MAIL: davidcarattini@gmail.com

APPLICANT'S REP.

VANCE AND ASSOCIATES - PLANNING
LEE VANCE
224 SEEMAN DRIVE
ENCINITAS, CA 92024
PHONE: 760-492-2147
E-MAIL: vanceplan@cox.net

ARCHITECT

EMPIRE DESIGN GROUP, INC.
511 N MAIN STREET
LAKE ELSINORE, CA 92530
CONTACT: GREGORY HANN, ARCHITECT
PHONE: (951) 696-1490
CELL PHONE: (951) 809-7601
E-MAIL: ghann@empiredg.biz

SCOPE OF WORK

1. MAJOR USE PERMIT APPLICATION IS TO ALLOW FOR A CAR WASH FACILITY TO BE ADDED TO THE APPROVED USE ON APN 188-231-36-00. EXISTING APPROVED SITE PLAN PDS 3500-08-013 ALLOWS FOR OTHER USES SHOWN ON THIS PLOT PLAN.

DRAWING INDEX

- MUP-1 COVER SHEET & ARCHITECTURAL SITE PLAN
- MUP-2 ARCHITECTURAL OVERALL SITE PLAN
- MUP-3 PROPOSED FLOOR PLAN
- MUP-4 PROPOSED BUILDING EXTERIOR ELEVATIONS
- MUP-5 PROPOSED BUILDING EXTERIOR ELEVATIONS
- MUP-6 PROPOSED EXIT TUNNEL EXTERIOR ELEVATIONS
- MUP-7 PROPOSED VACUUM AWNING EXTERIOR ELEVATIONS

VICINITY MAP



EMPIRE DESIGN GROUP Inc.

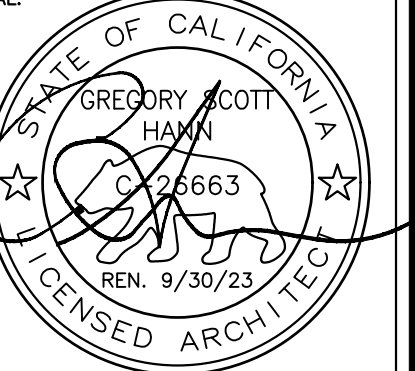
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951-696-1490
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6 CARAT ENTERPRISE INC.

MUP FOR CAR WASH @ EXXONMOBIL & CIRCLE K
28874 VALLEY CENTER ROAD, BLDG. C
VALLEY CENTER, CA 92082

ARCHITECT OF RECORD:
GREGORY S. HANN, AIA
511 N MAIN STREET
LAKE ELSINORE, CA 92530
TEL: 951-696-1490
CELL: 951-809-7601
E-MAIL: ghann@empiredg.biz



Date:	FEBRUARY 8, 2022	
Project Number:	EDG#04548	
NO.	DATE	REVISION DESCRIPTION
1	6-20-22	1ST MUP REVISIONS

DESIGNED BY: GH
CHECKED BY: GH
DRAWN BY: AH
DRAWING TITLE:

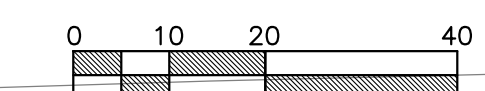
COVER SHEET & ARCHITECTURAL SITE PLAN

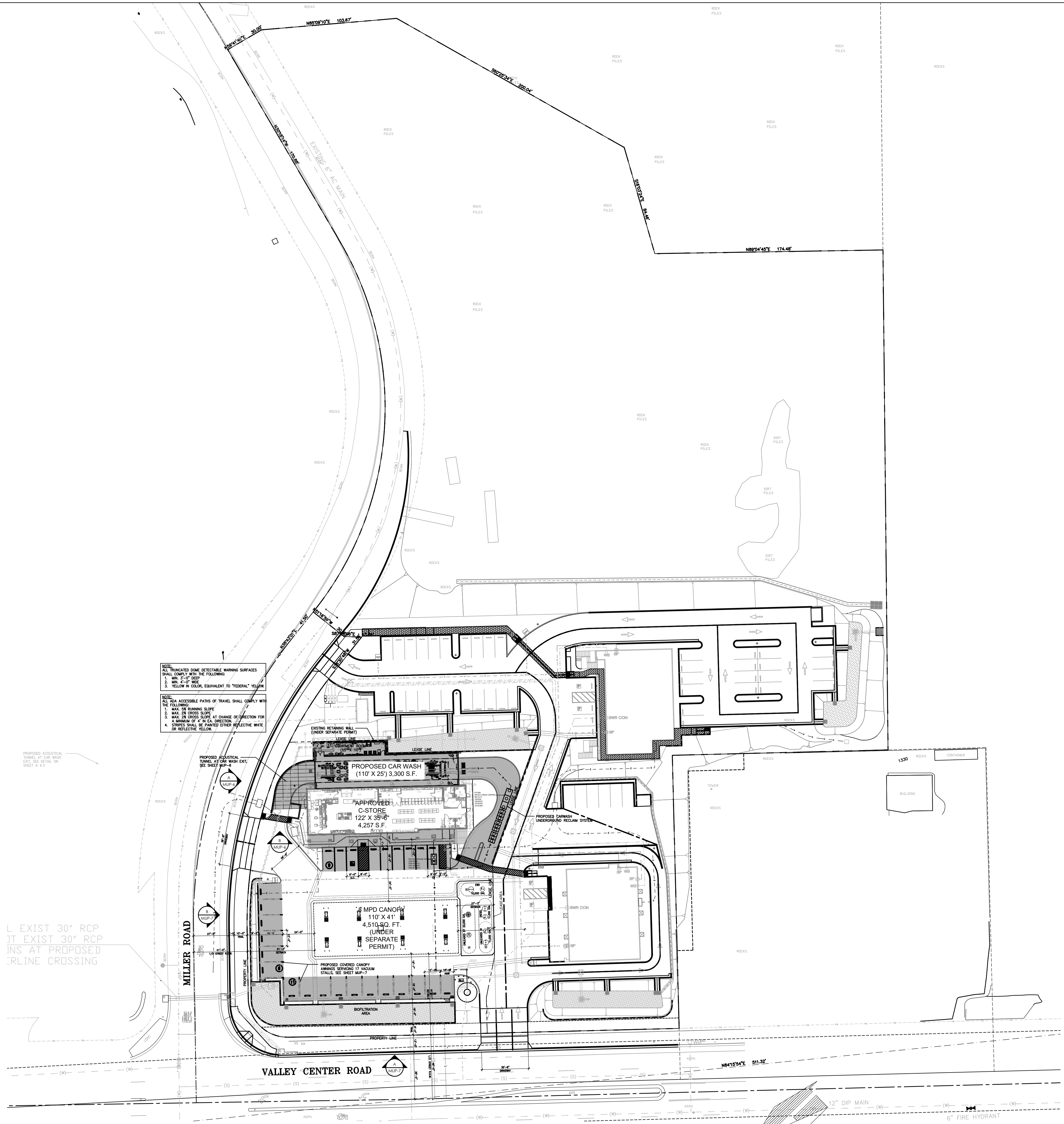
SHEET NO:

MUP-1

ARCHITECTURAL SITE PLAN

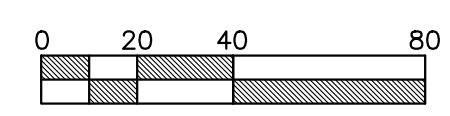
SCALE: 1" = 20'-0"





ARCHITECTURAL OVERALL SITE PLAN

SCALE: 1" = 40'-0"



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511 N Main St.
 Lake Elsinore, CA 92530
 951-696-1490
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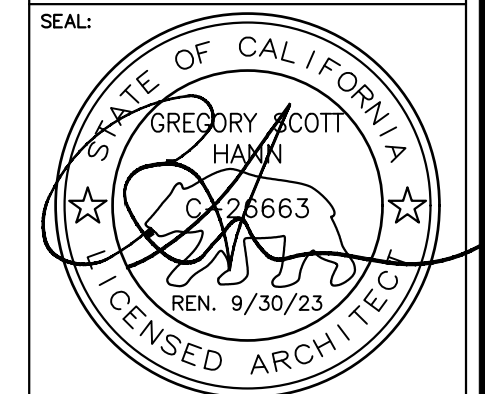
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CLIENT:

6 CARAT ENTERPRISE INC.

MUP FOR CAR WASH @ EXXONMOBIL & CIRCLE K
 28874 VALLEY CENTER ROAD, BLDG. C
 VALLEY CENTER, CA 92082

ARCHITECT OF RECORD:
 GREGORY S. HANN, AIA
 511 N MAIN STREET
 LAKE ELSINORE, CA 92530
 TEL: 951-696-1490
 CELL: 951-809-7601
 E-MAIL: ghann@empiredg.biz



Date: FEBRUARY 8, 2022
 Project Number: EDG#04548

NO.	DATE	REVISION DESCRIPTION
1	6-20-22	1ST MUP REVISIONS

DESIGNED BY: GH
 CHECKED BY: GH
 DRAWN BY: AH
 DRAWING TITLE:

ARCHITECTURAL OVERALL SITE PLAN

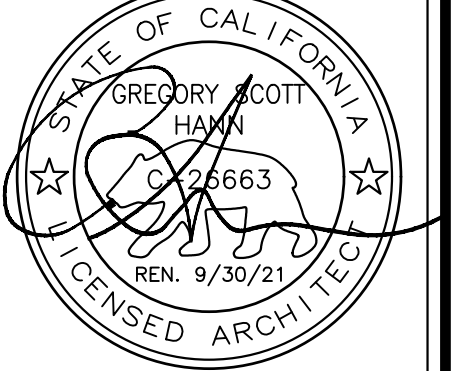
SHEET NO:
MUP-2

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CLIENT:
6 CARAT ENTERPRISE INC.

**PROPOSED CARWASH @
 EXXONMOBIL & CIRCLE K
 28874 VALLEY CENTER ROAD, BLDG. C
 VALLEY CENTER, CA 92082**

Architect of Record:
 GREGORY S. HANN, AIA
 24861 WASHINGTON AVE.
 MURRIETA, CA 92562
 TEL: 951-696-1490
 TEL: 951-609-7601
 FAX: 951-696-1443
 E-MAIL: ghann@empiregr.biz



Date: JULY 1, 2019
 Project Number: EDG#04548

NO.	DATE	REVISION DESCRIPTION

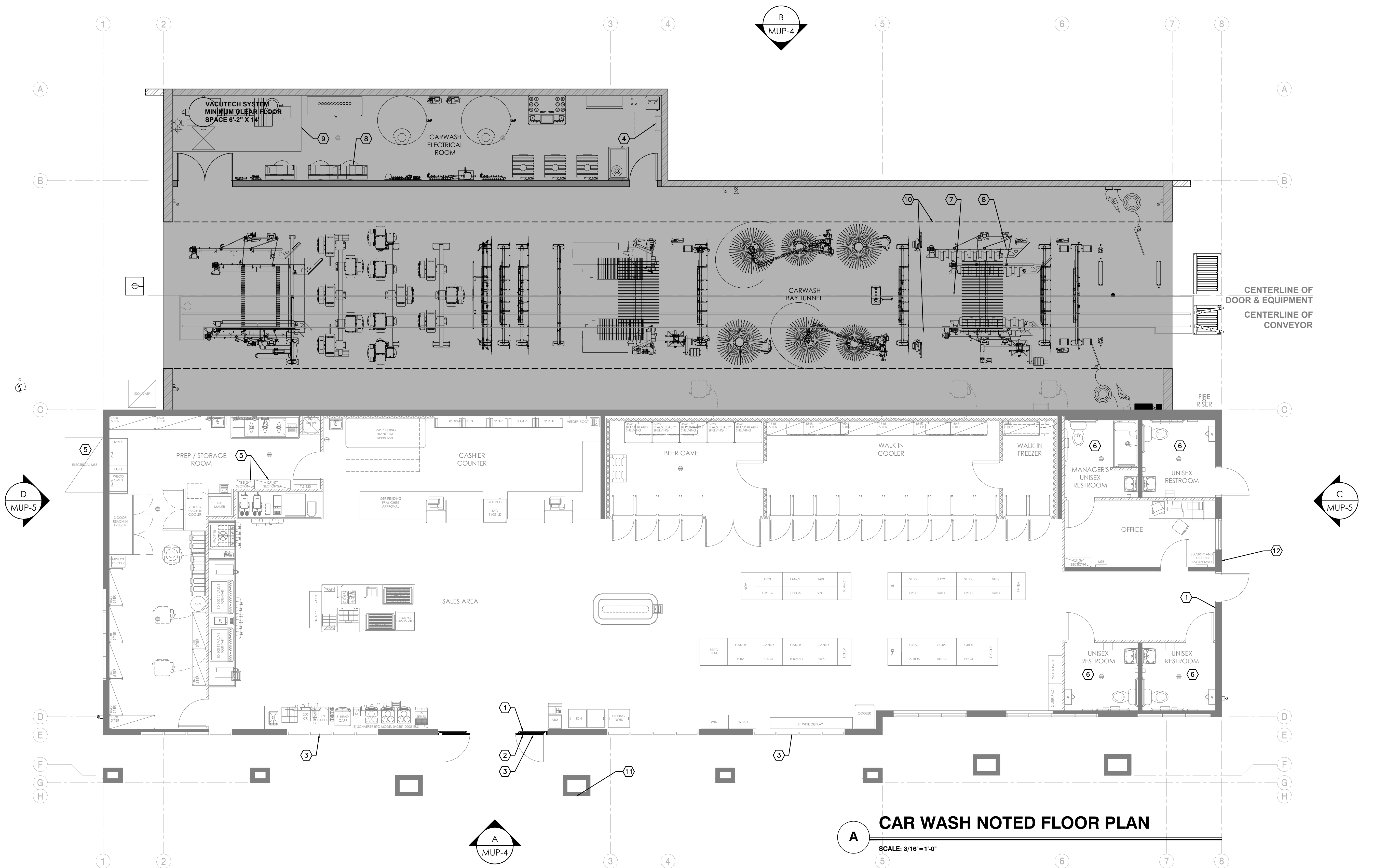
DESIGNED BY: GH
 CHECKED BY: GH
 DRAWN BY: AH

DRAWING TITLE:

PROPOSED FLOOR PLAN

SHEET NO:

MUP-3



CAR WASH NOTED FLOOR PLAN

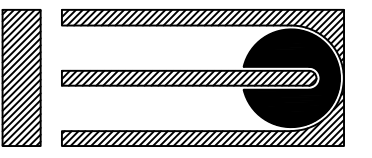
SCALE: 3/16" = 1'-0"

CARWASH FINISHES:

- CARWASH BAY**
- FLOORING: SMOOTH MACHINE TOWELED FINISH
 - WALLS: OCTAFORM QUICK LINER PVC WALL AND CEILING PANELS OR EQUAL OVER 6 MIL PLASTIC OVER 5/8" PLYWOOD
 - CEILING: OCTAFORM QUICK LINER PVC WALL AND CEILING PANELS OR EQUAL OVER 6 MIL PLASTIC OVER 5/8" PLYWOOD
- CARWASH EQUIPMENT ROOM**
- FLOORING: SMOOTH MACHINE TOWELED FINISH
 - WALLS: FRP OVER 5/8" PLYWOOD
 - CEILING: MOISTURE RESISTANT GYP OVER 5/8" PLYWOOD

KEYED NOTES:

- EXISTING TACTICAL EXIT SIGNAGE (TYP. AT ALL EXITS) SEE DETAIL 2 SHEET ADA1
- EXISTING ADA INTERNATIONAL ACCESSIBLE SYMBOL @ ENTRANCE COMPLYING WITH CBC 1117B.5.8 AND MOUNTED PER CBC 1117B.5.7
- EXISTING DOORS AND WINDOWS TO REMAIN
- EXISTING ROOF ACCESS HATCH AND LADDER
- EXISTING ELECTRICAL SWITCH GEAR AND ELECTRICAL PANELS AT THIS LOCATION SEE ELECTRICAL
- EXISTING UNISEX RESTROOM
- EXISTING TRENCH DRAIN IN CONCRETE. SEE MACNEIL PROPOSED AUTOMATED CAR WASH PACKAGE
- PROPOSED CARWASH EQUIPMENT, SEE MACNEIL AUTOMATED CARWASH PACKAGE
- PROPOSED VACUUM EQUIPMENT, SEE VACUTECH VACUUM PACKAGE
- DASHED LINE OF EXISTING CARWASH BAY 6" CURB LINE BELOW
- EXISTING RECESSED RAPID ENTRY KNOX BOX AND TAMPER SWITCH PER MANUF. SPECIFICATIONS, INSTALL AT 60" A.F.F.. SEE EXTERIOR ELEVATIONS



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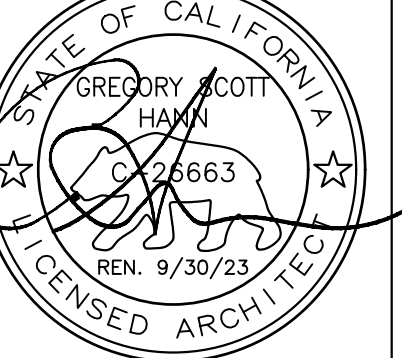
CLIENT:

6 CARAT ENTERPRISE INC.

**MUP FOR CAR WASH @
EXXONMOBIL & CIRCLE K
28874 VALLEY CENTER ROAD, BLDG. C
VALLEY CENTER, CA 92082**

ARCHITECT OF RECORD:
GREGORY S. HANN, AIA
511 N MAIN STREET
LAKE ELSINORE, CA 92530
TEL: 951-696-1490
CELL: 951-809-7601
E-MAIL: ghann@empiregr.biz

SEAL:



Date: FEBRUARY 8, 2022

Project Number: EDG#04548

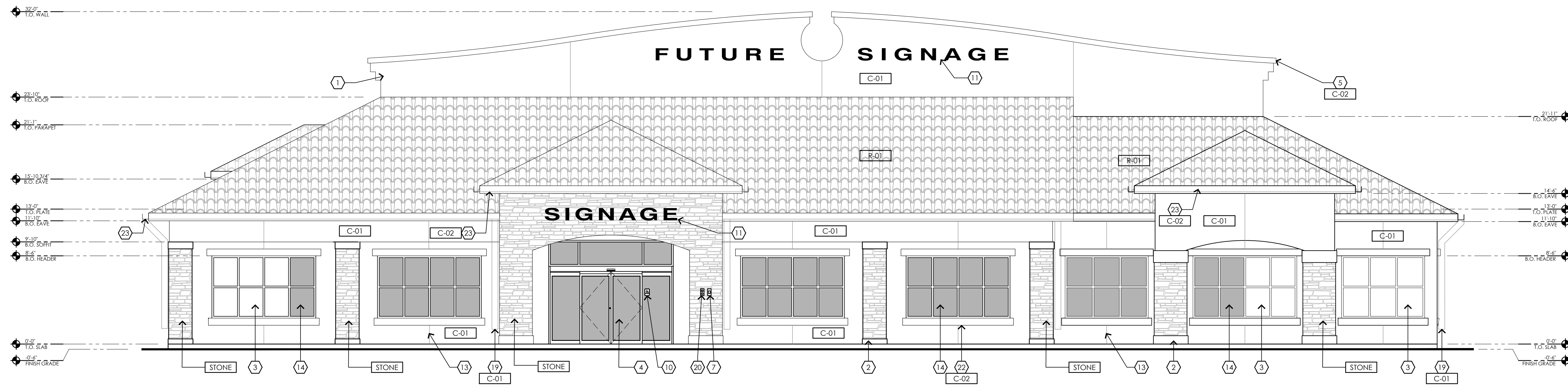
NO.	DATE	REVISION DESCRIPTION
1	6-20-22	1ST MUP REVISIONS

DESIGNED BY:	GH
CHECKED BY:	GH
DRAWN BY:	AH
DRAWING TITLE:	

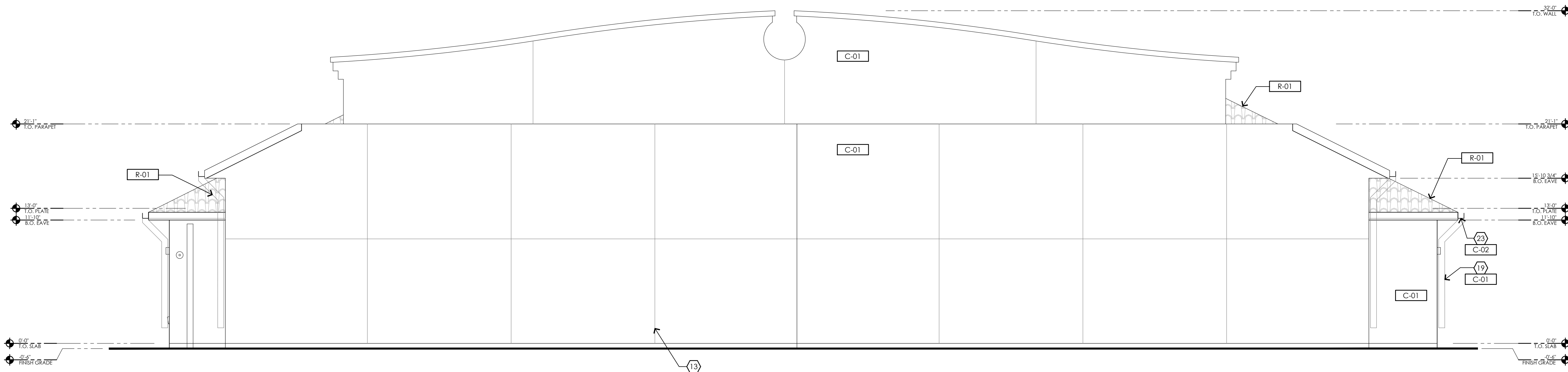
PROPOSED BUILDING EXTERIOR ELEVATIONS

SHEET NO:

MUP-4



A SOUTH ELEVATION
SCALE: 3/16"=1'-0"



B NORTH ELEVATION
SCALE: 3/16"=1'-0"

KEYED NOTES:

- 1 APPROVED BUILDING ADDRESS EACH CHARACTER SHALL BE A MINIMUM 12" HIGH AND A MINIMUM OF .5" WIDE. THEY SHALL BE INSTALLED ON A CONTRASTING BACKGROUND AND TO BE PLAINLY VISIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY
- 2 SMOOTH BRUSHED CONCRETE BASE, TYP.
- 3 SPANDREL GLASS WINDOWS AT NON HATCHED LOCATIONS AS SHOWN
- 4 STANLEY DURA GLIDE 2000 AUTOMATIC SLIDE ENTRANCE DOOR
- 5 PARAPET WALL WITH 22 GAUGE FLASHING ABOVE, PAINT C-02 (TYP.)
- 6 OPEN BEYOND, CAR WASH TUNNEL
- 7 EMERGENCY SHUTOFF VALVES REFER TO MECHANICAL AND TANK DRAWINGS FOR DETAILS (TYP. OF 1 ON BUILDING)
- 8 NOT USED
- 9 NOT USED
- 10 ADA ACCESSIBILITY SIGN
- 11 FUTURE SIGNAGE LOCATION UNDER SEPERATE PERMIT

- 12 5-1/2" Z199 POLISHED BRONZE DOWNSPOUT NOZZLE NO-BUB (TYP.) MANUFACTURE TO BE ZURN OR EQUAL
- 13 CONTROL JOINTS AS SHOWN
- 14 STOREFRONT 1/4" BLUE-GREEN GLAZING WITH ANODIZED ALUMINUM 2" HOLLOW METAL FRAMES, TYP.
- 15 SINGLE HUNG WINDOW AT THIS LOCATION (TYP. OF 1)
- 16 EXTERIOR FIRE RISER LOCATION, SEE CIVIL, FIRE BELL ABOVE
- 17 ELECTRICAL SWITCH GEAR LOCATION, PAINT C-01
- 18 LSI - XLCW WALL PACKS (TYP. OF 3) MOUNTED AT 10'-0" A.F.F. O.C.
- 19 GUTTER DOWNSPOUT LOCATIONS, (TYP.), PAINT C-01
- 20 RECESSED RAPID ENTRY KNOX BOX AND TAMPER SWITCH PER MANUF. SPECIFICATIONS, INSTALL AT 60" A.F.F.
- 21 HOLLOW METAL DOOR TYP. SEE DOOR SCHEDULE, PAINT C-01 (TYP.)
- 22 8" WIDE, 2" DEEP FOAM ARCHITECTURAL ACCENT, PAINT C-02 (TYP.)
- 23 4" STEEL GALVANIZED GUTTER SYSTEM SURROUNDING ROOF, BY SAN DIEGO RAIN GUTTERS OR EQUAL, PAINT C-02 (TYP.)

EXTERIOR PAINTS:

- C-01 OMEGA PRODUCTS - COLORTEK STUCCO #437, ROUGH KHAKI
- C-02 OMEGA PRODUCTS - COLORTEK STUCCO #437, TOFFEE CRUNCH

EXTERIOR FINISHES:

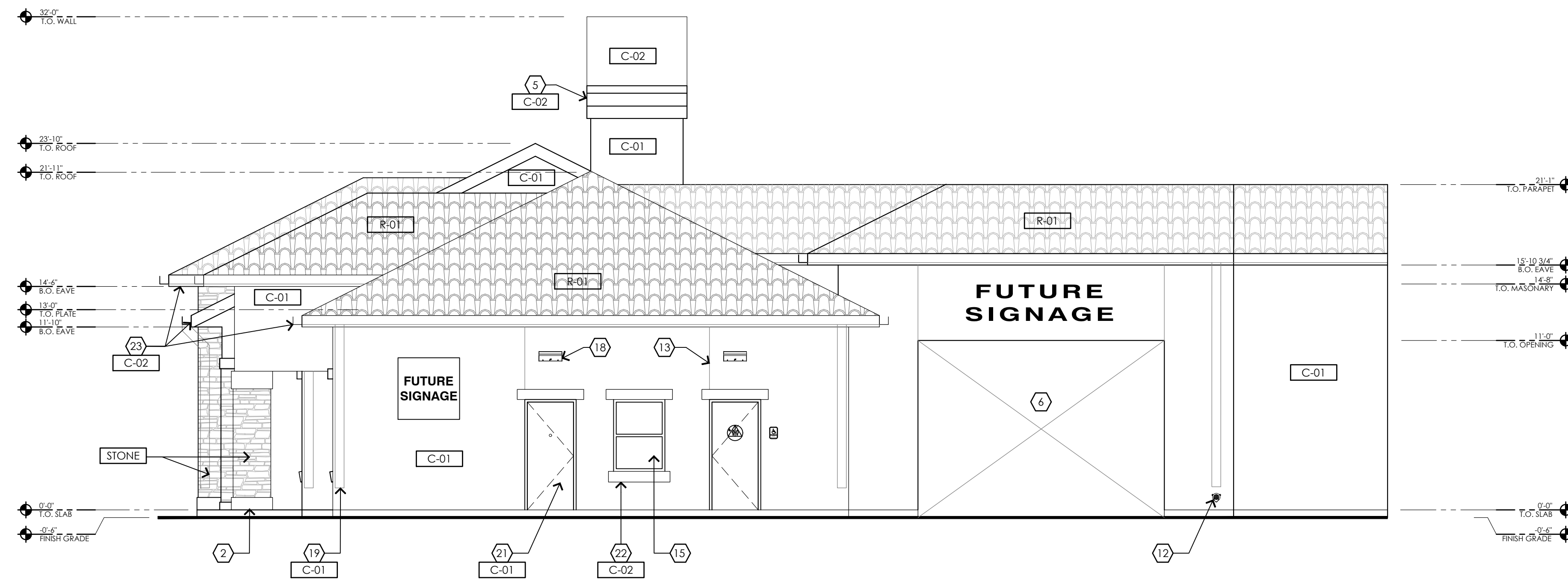
- STUCCO LAHABRA ACRYLIC ELECTROMETRIC FINISH (20/30 SAND FLOAT) OVER THREE PART 7/8" PORTLAND CEMENT PLASTER OVER METAL LATH. PROVIDE CONTROL JOINTS AS SHOWN
- STONE KONI STONE SERIES: CANYON STONE COLOR: MONTANA

ROOFING:

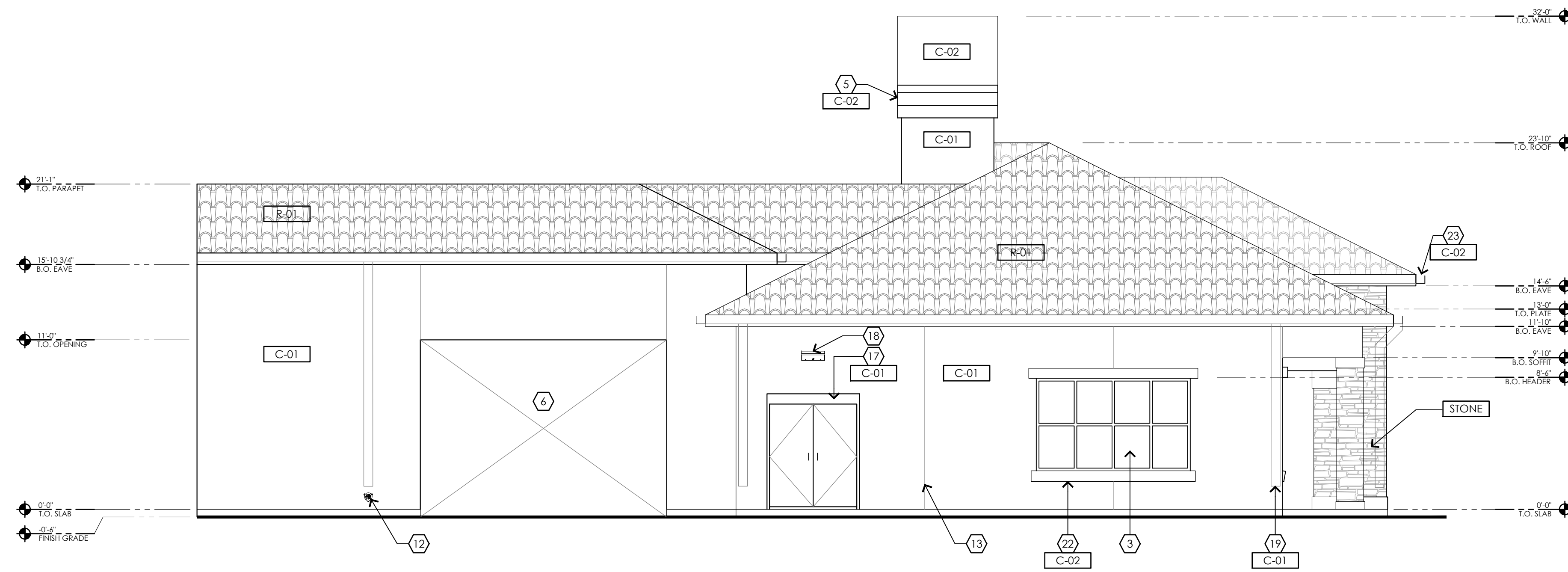
- R-01 1-PIECE "S" TILE - FIRE FLASH US TILE BY BORAL SKU:1USDU6074 ASTM C1167

GENERAL NOTES:

- 1. INSTALLATION OF ROOFING SHALL BE IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.



EAST ELEVATION
SCALE: 3/16"=1'-0"



WEST ELEVATION
SCALE: 3/16"=1'-0"

KEYED NOTES:

- 1 APPROVED BUILDING ADDRESS EACH CHARACTER SHALL BE A MINIMUM 12" HIGH AND A MINIMUM OF .5" WIDE. THEY SHALL BE INSTALLED ON A CONTRASTING BACKGROUND AND TO BE PLAINLY VISIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY
- 2 SMOOTH BRUSHED CONCRETE BASE, TYP.
- 3 SPANDREL GLASS WINDOWS AT THIS LOCATIONS SHOWN
- 4 STANLEY DURA GLIDE 2000 AUTOMATIC SLIDE ENTRANCE DOOR
- 5 PARAPET WALL WITH 22 GAUGE FLASHING ABOVE, PAINT C-02 (TYP.)
- 6 OPEN BEYOND, CAR WASH TUNNEL
- 7 EMERGENCY SHUTOFF VALVES REFER TO MECHANICAL AND TANK DRAWINGS FOR DETAILS
- 8 NOT USED
- 9 NOT USED
- 10 ADA ACCESSIBILITY SIGN
- 11 FUTURE SIGNAGE UNDER SEPERATE PERMIT
- 12 5-1/2" Z199 POLISHED BRONZE DOWNSPOUT NOZZLE NO-BUB (TYP.) MANUFACTURE TO BE ZURN OR EQUAL
- 13 CONTROL JOINTS AS SHOWN
- 14 STOREFRONT 1/4" BLUE-GREEN GLAZING WITH ANODIZED ALUMINUM 2" HOLLOW METAL FRAMES, TYP.
- 15 SINGLE HUNG WINDOW AT THIS LOCATION (TYP. OF 1)
- 16 EXTERIOR FIRE RISER LOCATION, SEE CIVIL, FIRE BELL ABOVE
- 17 ELECTRICAL SWITCH GEAR LOCATION, PAINT C-01
- 18 LSI - XLCW WALL PACKS (TYP. OF 3) MOUNTED AT 10'-0" A.F.F. O.C.
- 19 GUTTER DOWNSPOUT LOCATIONS, (TYP.), PAINT C-01
- 20 RECESSED RAPID ENTRY KNOX BOX AND TAMPER SWITCH PER MANUF. SPECIFICATIONS, INSTALL AT 60" A.F.F.
- 21 HOLLOW METAL DOOR TYP. SEE DOOR SCHEDULE, PAINT C-01 (TYP.)
- 22 8" WIDE, 2" DEEP FOAM ARCHITECTURAL ACCENT, PAINT C-02 (TYP.)
- 23 6" STEEL GALVANIZED GUTTER SYSTEM SURROUNDING ROOF, BY SAN DIEGO RAIN GUTTERS OR EQUAL, PAINT C-02 (TYP.)

EXTERIOR PAINTS:

- C-01 OMEGA PRODUCTS - COLORTEK STUCCO #437, ROUGH KHAKI
- C-02 OMEGA PRODUCTS - COLORTEK STUCCO #437, TOFFEE CRUNCH

EXTERIOR FINISHES:

STUCCO LAHABRA ACRYLIC ELECTROMETRIC FINISH (20/30 SAND FLOAT) OVER THREE PART 7/8" PORTLAND CEMENT PLASTER OVER METAL LATH. PROVIDE CONTROL JOINTS AS SHOWN

STONE KONI STONE
SERIES: CANYON STONE
COLOR: MONTANA

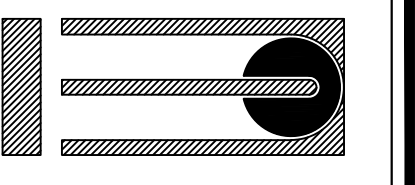
ROOFING:

R-01 1-PIECE "S" TILE - FIRE FLASH
US TILE BY BORAL
SKU: 1USDU6074
ASTM C 1167

GENERAL NOTES:

1. INSTALLATION OF ROOFING SHALL BE IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.

EMPIRE DESIGN GROUP Inc.



511 N Main St.
Lake Elsinore, CA 92530
951-696-1490
EmpireDesignGroup.biz

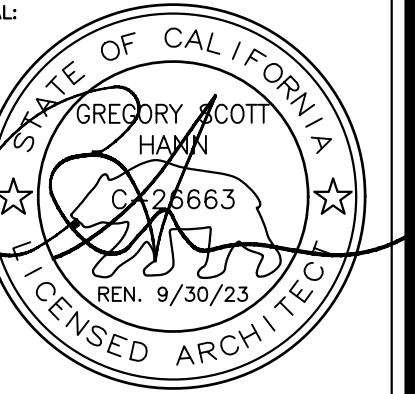
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CLIENT:

6 CARAT ENTERPRISE INC.

**MUP FOR CAR WASH @
EXXONMOBIL & CIRCLE K
28874 VALLEY CENTER ROAD, BLDG. C
VALLEY CENTER, CA 92082**

ARCHITECT OF RECORD:
GREGORY S. HANN, AIA
511 N MAIN STREET
LAKE ELSINORE, CA 92530
TEL: 951-696-1490
CELL: 951-809-7601
E-MAIL: ghann@empiregr.biz



Date:	FEBRUARY 8, 2022	
Project Number:	EDG#04548	
NO.	DATE	REVISION DESCRIPTION
1	6-20-22	1ST MUP REVISIONS

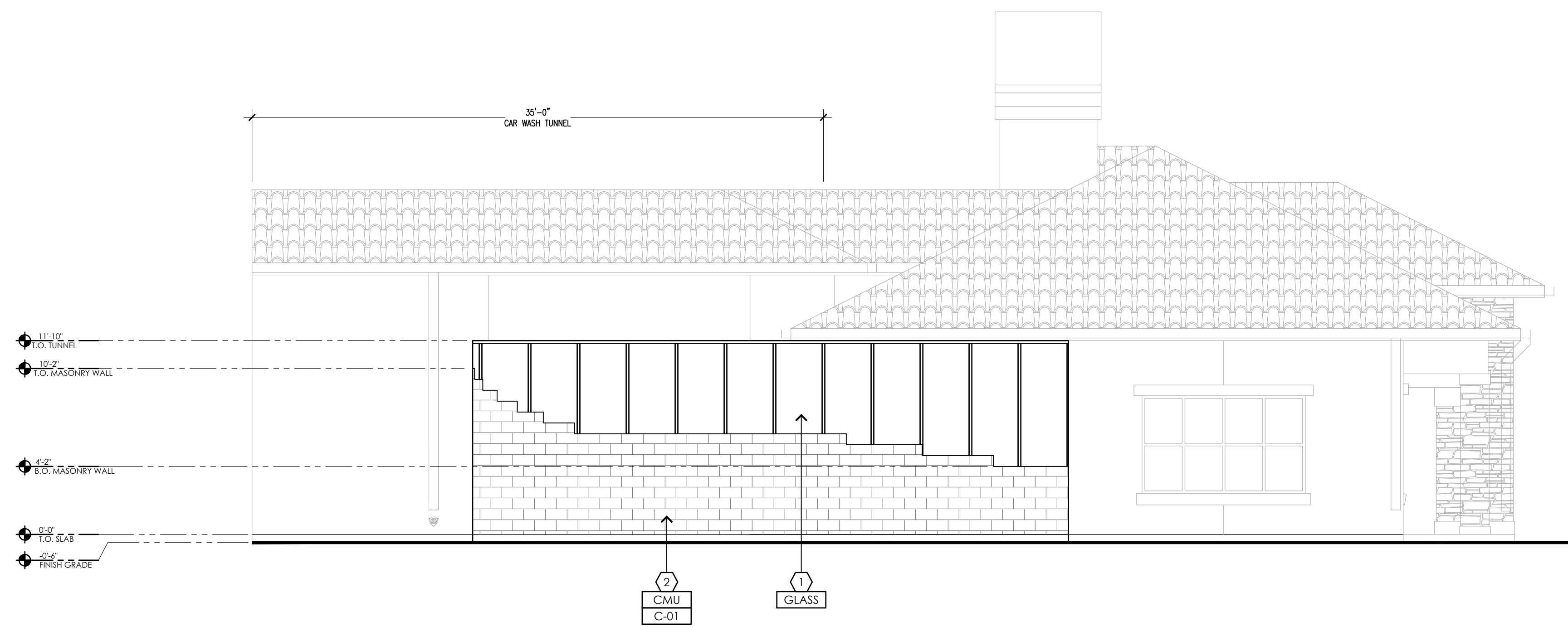
DESIGNED BY:	GH
CHECKED BY:	GH
DRAWN BY:	AH

DRAWING TITLE:

PROPOSED BUILDING EXTERIOR ELEVATIONS

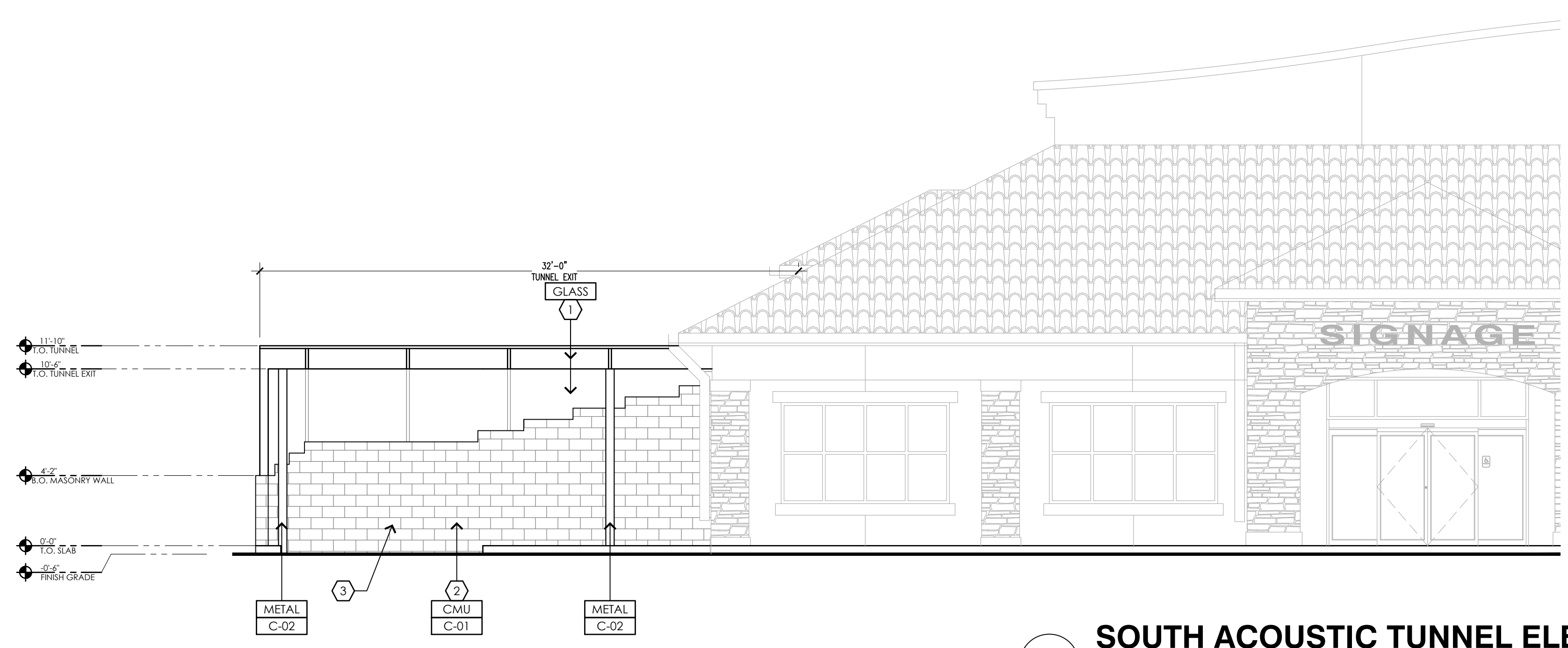
SHEET NO:

MUP-5



A WEST ACOUSTIC TUNNEL ELEVATION
SCALE: 3/16"=1'-0"

"AS VIEWED FROM MILLER RANCH ROAD"



B SOUTH ACOUSTIC TUNNEL ELEVATION
SCALE: 3/16"=1'-0"

"AS VIEWED FROM VALLEY CENTER ROAD"

KEYED NOTES:

- ① SPANDREL GLASS WINDOWS AT LOCATIONS SHOWN BY CALCRAFT
- ② CMU RETAINING WALL BY CIVIL ENGINEER
- ③ CAR WASH TUNNEL EXIT LOCATION

EXTERIOR PAINTS:

- C-01 OMEGA PRODUCTS - COLORTEK STUCCO #437, ROUGH KHAKI
- C-02 OMEGA PRODUCTS - COLORTEK STUCCO #437, TOFFEE CRUNCH

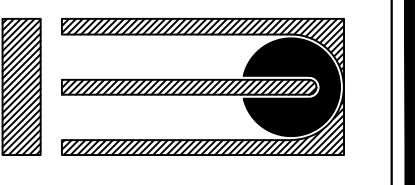
EXTERIOR FINISHES:

- CMU CONCRETE MASONRY UNIT
- METAL PREFABRICATED METAL SUPPORT POST
- GLASS SUNPAL POLYCARBONATE PANELS SUPPORT CLIPS PER MFG.

GENERAL NOTES:

- 1. INSTALLATION OF EXIT TUNNEL SHALL BE IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.

EMPIRE DESIGN GROUP Inc.



511 N Main St.
Lake Elsinore, CA 92530
951-696-1490
EmpireDesignGroup.biz

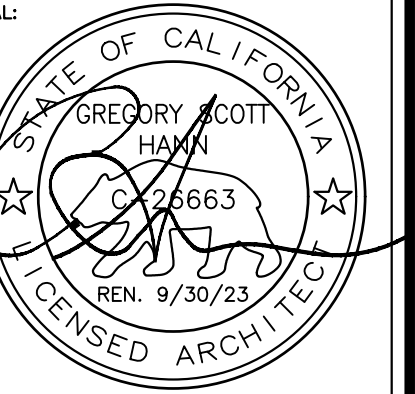
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CLIENT:

6 CARAT ENTERPRISE INC.

**MUP FOR CAR WASH @
EXXONMOBIL & CIRCLE K
28874 VALLEY CENTER ROAD, BLDG. C
VALLEY CENTER, CA 92082**

ARCHITECT OF RECORD:
GREGORY S. HANN, AIA
511 N MAIN STREET
LAKE ELSINORE, CA 92530
TEL: 951-696-1490
CELL: 951-809-7601
E-MAIL: ghann@empiregr.biz



Date: FEBRUARY 8, 2022

Project Number: EDG#04548

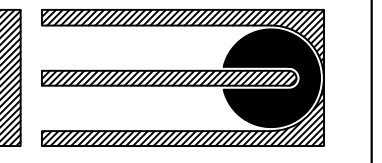
NO.	DATE	REVISION DESCRIPTION
1	6-20-22	1ST MUP REVISIONS

DESIGNED BY: GH
CHECKED BY: GH
DRAWN BY: AH
DRAWING TITLE:

PROPOSED EXIT TUNNEL EXTERIOR ELEVATIONS

SHEET NO:

MUP-6



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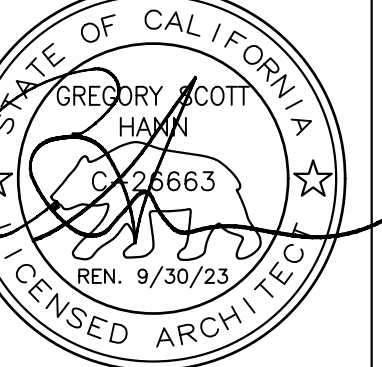
CLIENT:

**6 CARAT
ENTERPRISE
INC.**

**MUP FOR CAR WASH @
EXXONMOBIL & CIRCLE K
28874 VALLEY CENTER ROAD, BLDG. C
VALLEY CENTER, CA 92082**

ARCHITECT OF RECORD:
GREGORY S. HANN, AIA
511 N MAIN STREET
LAKE ELSINORE, CA 92530
TEL: 951-696-1490
CELL: 951-809-7601
E-MAIL: ghann@empiregr.biz

SEAL:



Date: FEBRUARY 8, 2022

Project Number: EDG#04548

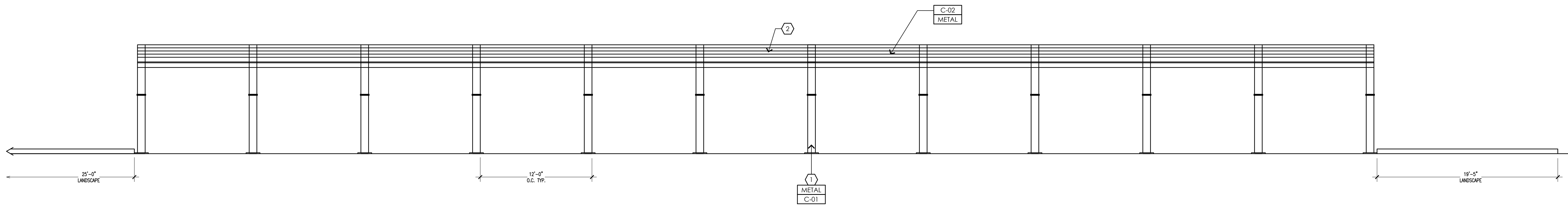
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1	6-20-22	1ST MUP REVISIONS

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CHECKED BY:	GH
DRAWN BY:	AH
DRAWING TITLE:	

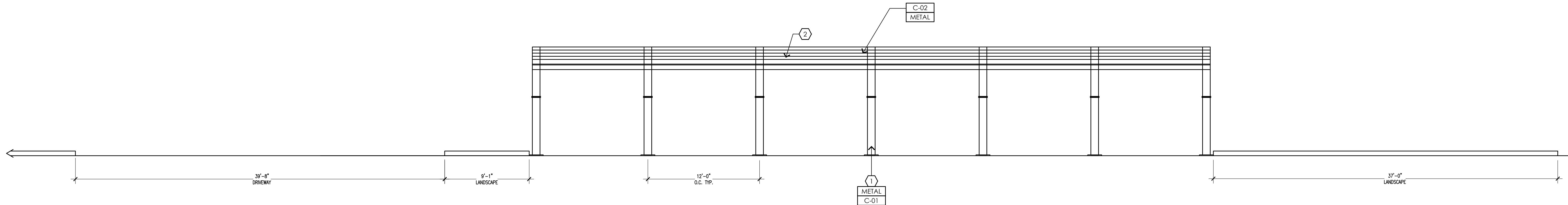
**PROPOSED VACUUM AWNING
EXTERIOR ELEVATIONS**

SHEET NO:

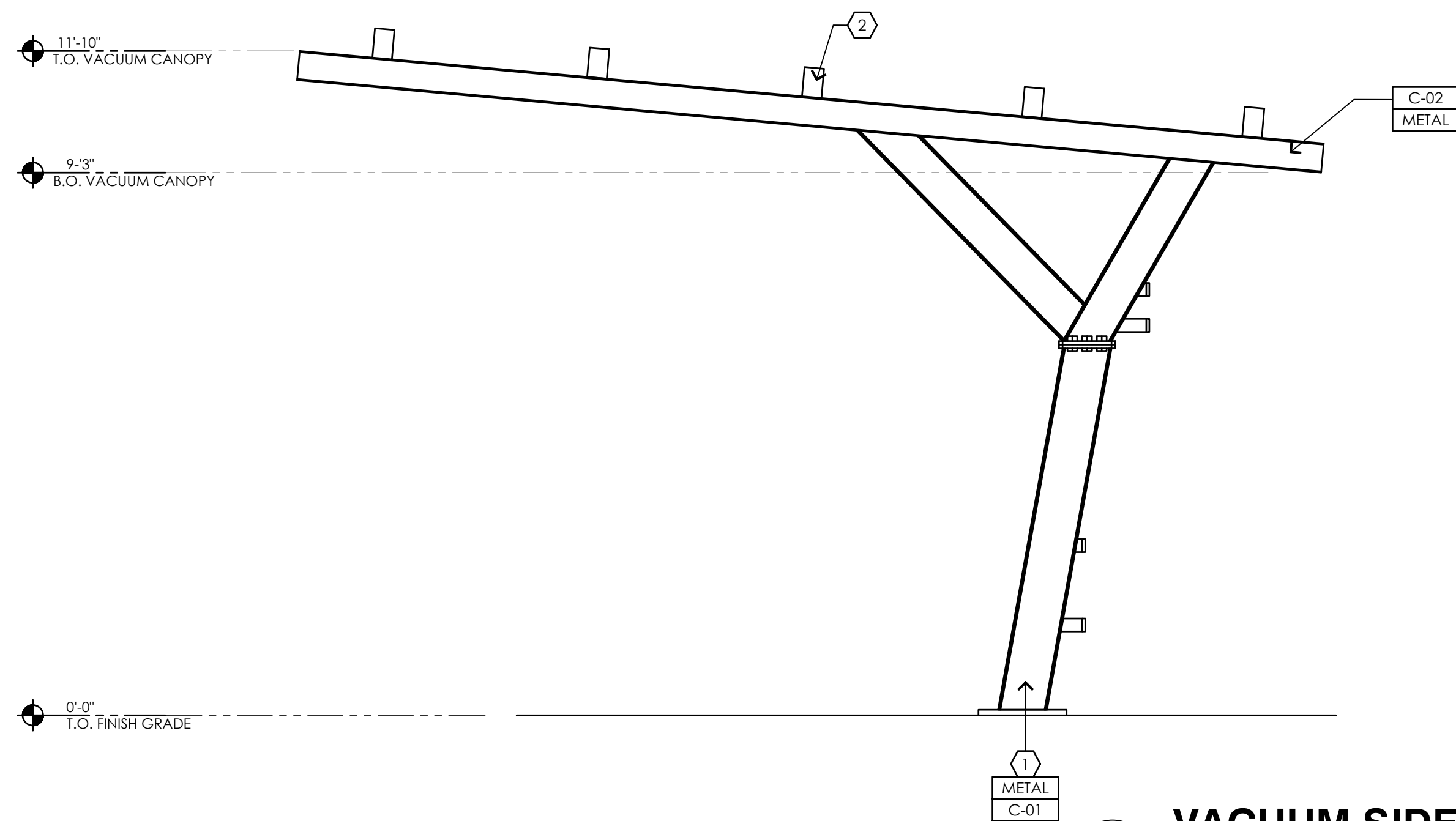
MUP-7



A VALLEY CENTER ROAD VACUUM ELEVATIONS
SCALE: 3/16"=1'-0"



B MILLER ROAD VACUUM ELEVATIONS
SCALE: 3/16"=1'-0"



1 VACUUM SIDE ELEVATION
SCALE: N/A

KEYED NOTES:

- 1 METAL VACUUMS AWNING BY VACUTECH
- 2 MOUNTS FOR SOLAR PANELS

EXTERIOR PAINTS:

- C-01 OMEGA PRODUCTS - COLORTEK STUCCO #437, ROUGH KHAKI
- C-02 OMEGA PRODUCTS - COLORTEK STUCCO #437, TOFFEE CRUNCH

EXTERIOR FINISHES:

- METAL PREFABRICATED METAL VACUUM EQUIPMENT AND COVER

GENERAL NOTES:

1. INSTALLATION OF AWNING & VACUUMS SHALL BE IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.

6 Carat Car Wash
PDS2022-MUP-22-003
Valley Center Community Plan Area

~ Roads
 □ Site

0 112.5 225
 Feet

N







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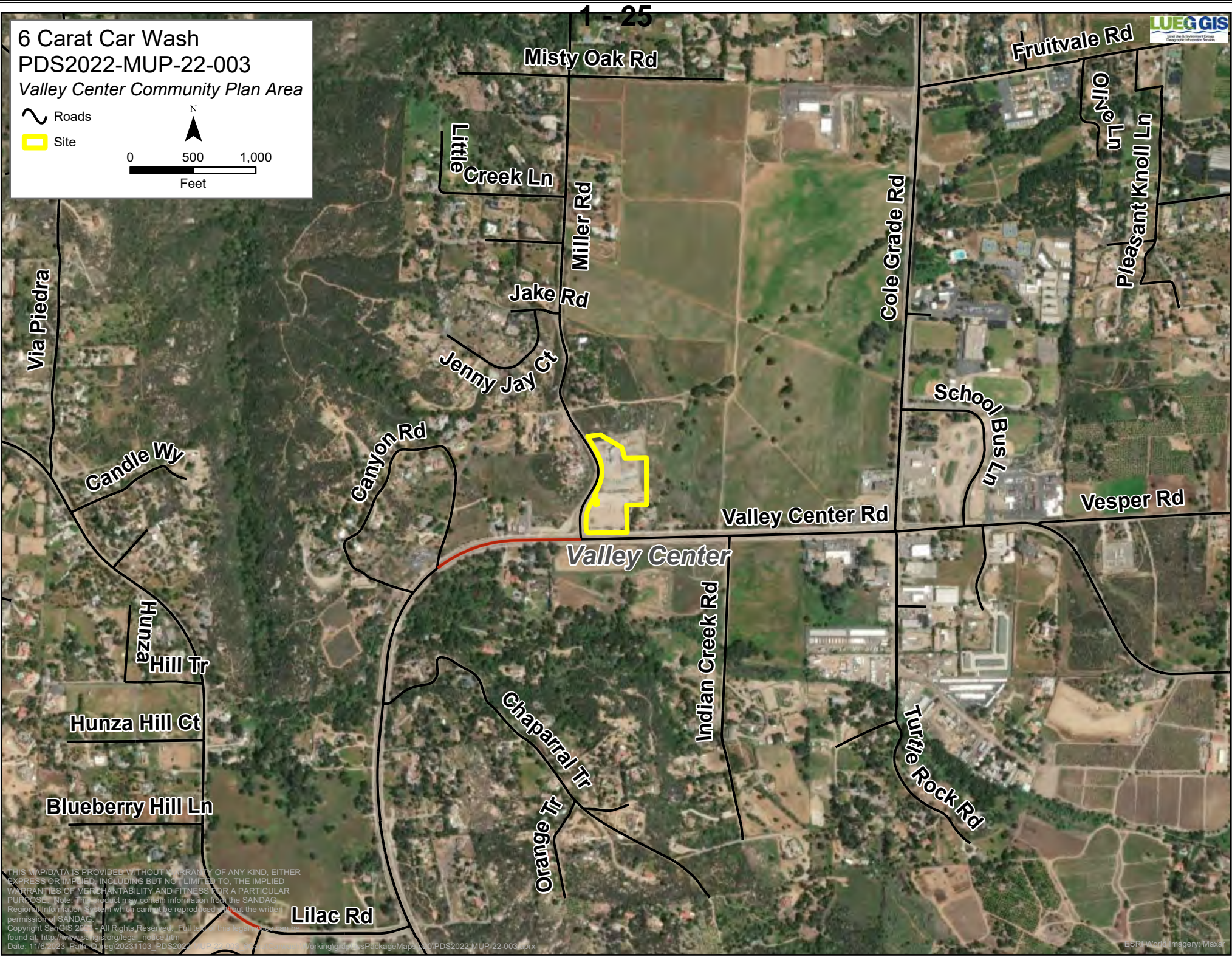
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6 Carat Car Wash
PDS2022-MUP-22-003
Valley Center Community Plan Area

 Roads
 Site

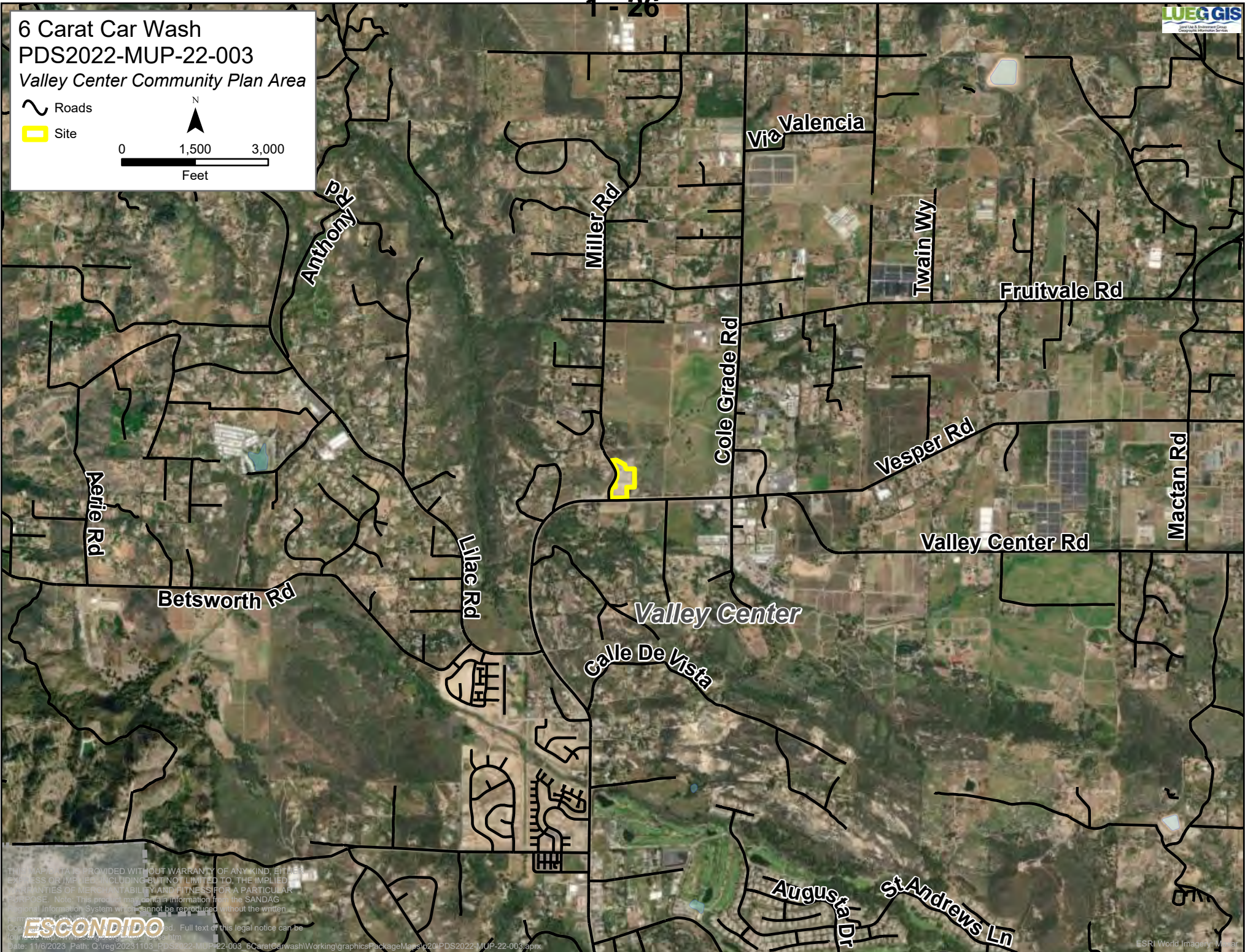



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6 Carat Car Wash
PDS2022-MUP-22-003
Valley Center Community Plan Area

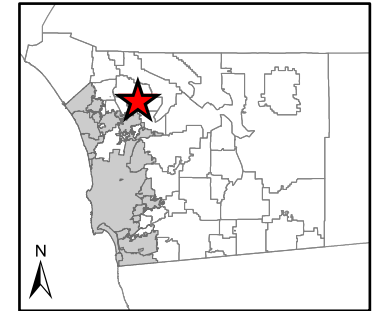
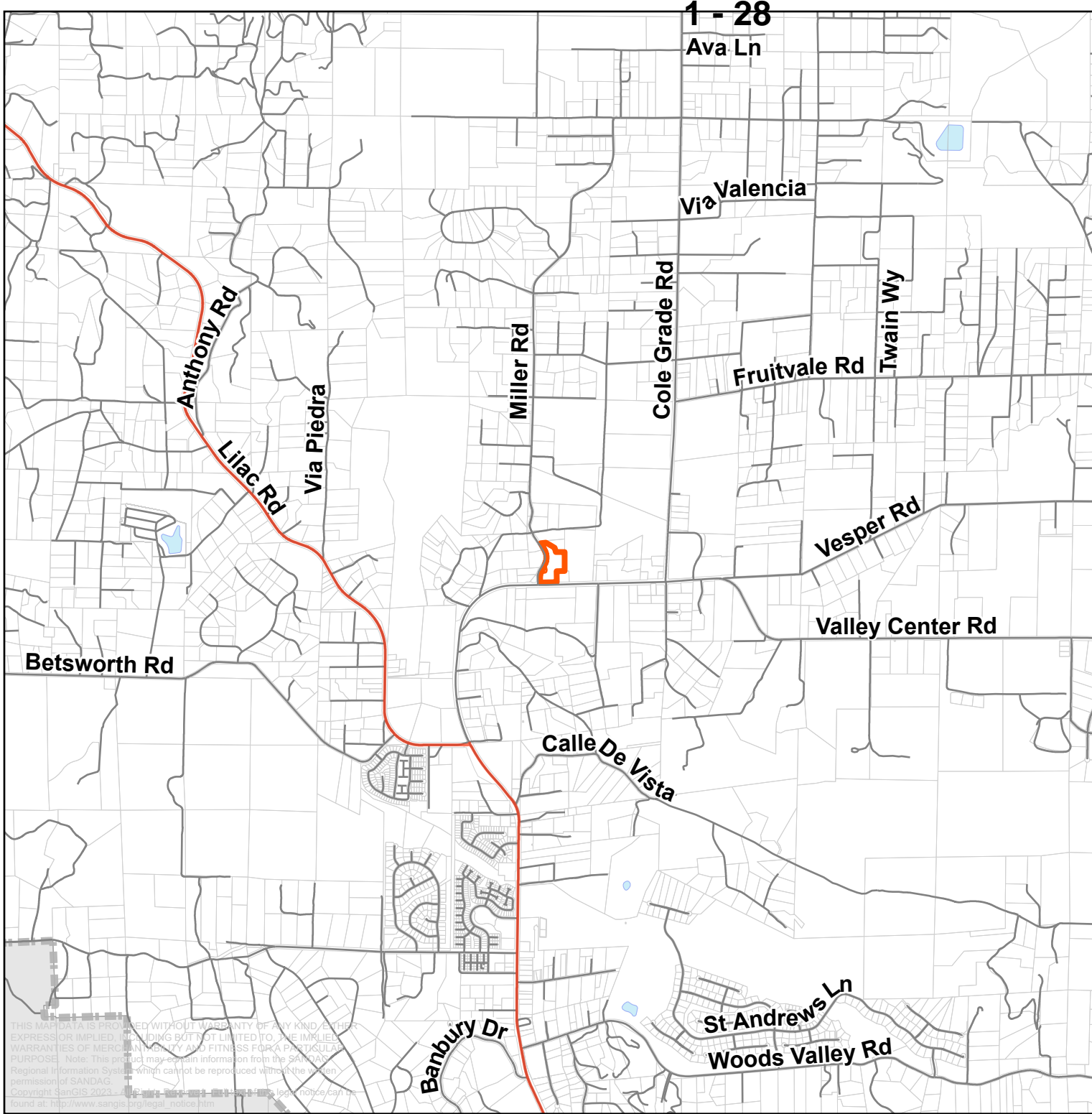
~ Roads
□ Site

0 1,500 3,000
Feet

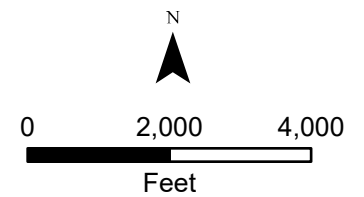


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6 Carat Car Wash
 PDS2022-MUP-22-003
Vicinity Map
 Valley Center
 Community Plan Area



1:3,500,000

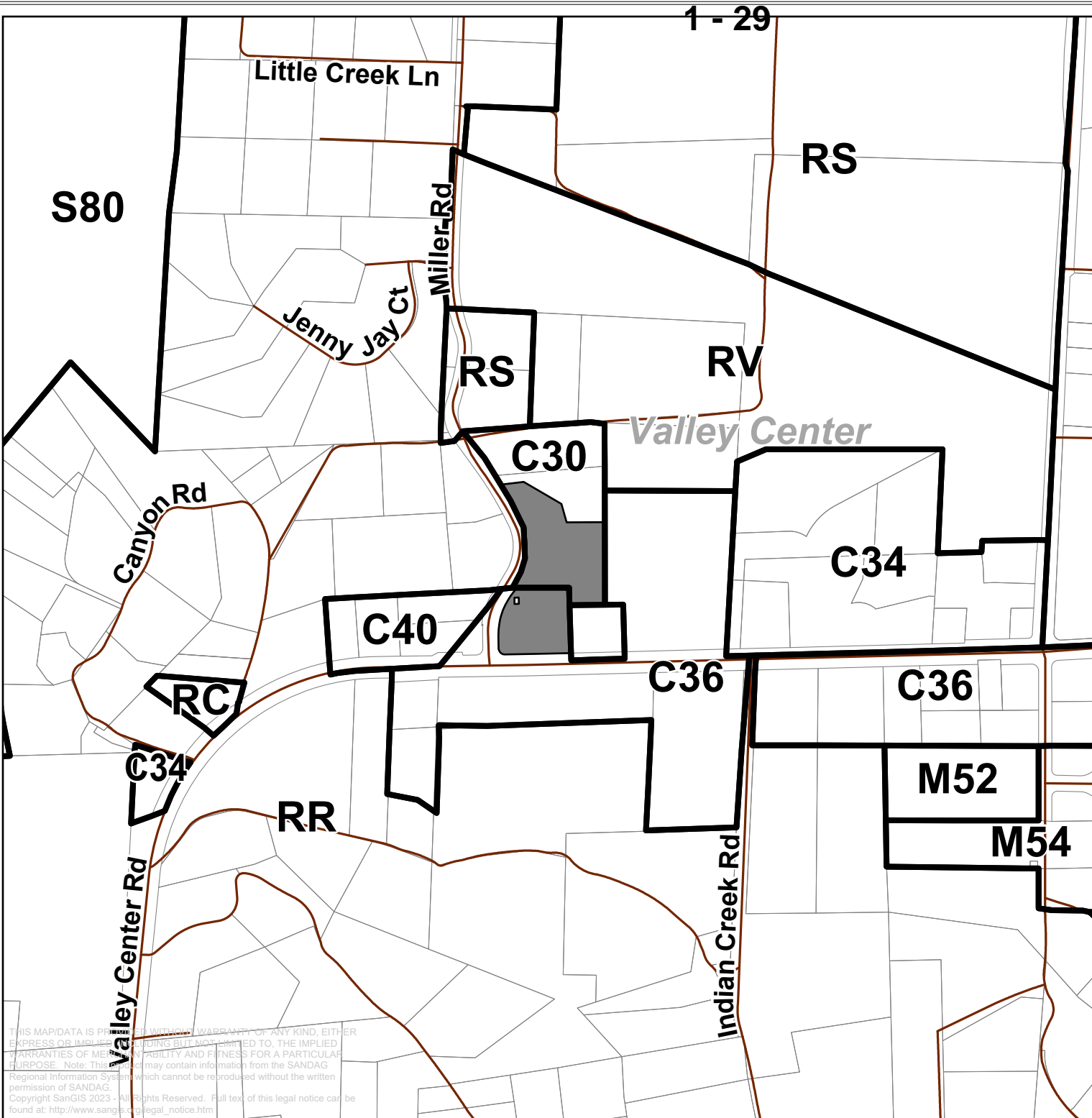
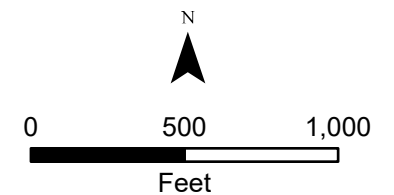


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6 Carat Car Wash
PDS2022-MUP-22-003
Zoning
Valley Center
Community Plan Area

- C30 - Office Professional
- C34 - General Commercial/
Residential
- C36 - General Commercial
- C40 - Rural Commercial
- M52 - Limited Impact Industrial
- M54 - General Impact Industrial
- RC - Residential/Commercial
- RR - Rural Residential
- RS - Single Family Residential
- RV - Variable Family Residential
- S80 - Open Space



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Attachment C – Environmental Documentation



County of San Diego

DAHVIA LYNCH
DIRECTOR

PLANNING & DEVELOPMENT SERVICES
5510 OVERLAND AVENUE, SUITE 310, SAN DIEGO, CA 92123
(858) 505-6445 General • (858) 694-2705 Codes
(858) 565-5920 Building Services
www.SDCPDS.org

VINCE NICOLETTI
ASSISTANT DIRECTOR

MITIGATED NEGATIVE DECLARATION

PROJECT NAME: 6 Carat Carwash

RECORD ID: PDS2022-MUP-22-003

ENVIRONMENTAL LOG NO.: PDS2022-ER-08-01-008A

This Document is Considered Draft Until it is Adopted by the Appropriate County of San Diego Decision-Making Body.

This Mitigated Negative Declaration is comprised of this form along with the Environmental Initial Study that includes the following:

- a. Initial Study Form
 - b. Environmental Analysis Form and attached extended studies
 - c. Ordinance Compliance Checklist
1. California Environmental Quality Act Negative Declaration Findings:

Find, that this Mitigated Negative Declaration reflects the decision-making body's independent judgment and analysis, and; that the decision-making body has reviewed and considered the information contained in this Mitigated Negative Declaration and the comments received during the public review period; and that revisions in the project plans or proposals made by or agreed to by the project applicant would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur; and, on the basis of the whole record before the decision-making body (including this Mitigated Negative Declaration) that there is no substantial evidence that the project as revised will have a significant effect on the environment.

2. Required Mitigation Measures:

Please Refer to the attached Environmental Initial Study for the rationale for requiring the following measures:

BIO-1

PLAN CONDITIONS NOTES: [DPW, ESU] [PDS, BD] [DPR TC, PP] [GP, IP, MA]
INTENT: In order to implement the required mitigation measures, for which was

the basis for approval of this project pursuant to Section 87.207 of the County Grading Ordinance the condition notes shall be implemented on the final engineering plans and made conditions of the permit issuance. **DESCRIPTION OF REQUIREMENT:** The final engineering plans shall include the following condition notes and made conditions of the issuance of said permit:

- a. To avoid the direct loss of nest(s) protected under the MBTA a pre-construction nesting survey of vegetated areas adjacent to the site will be required. If project brushing, clearing, grubbing, grading, or other construction activities are proposed with during the migratory bird breeding season (February 1 through August 31), a qualified County-approved biologist shall conduct a pre-construction bird and raptor survey no more than three days prior to the scheduled operations to determine the presence/absence of nesting raptors and/or other migratory birds to ensure that active nests are not impacted. If an active nest is identified, a buffer would be established between the construction activities and the nest so that nesting activities are not interrupted. The buffer should be a minimum of 300 feet for migratory bird species and 500 feet for raptor species, be delineated by temporary fencing, and remain in effect as long as construction is occurring or until the nest is no longer active. No project construction would be allowed to occur within the fenced zone until the young have fledged and would not be impacted by the project.

DOCUMENTATION: The applicant shall submit the grading, improvement and building plans, which shall include the above reference condition notes. The condition notes shall be in addition to what is already approved on the Conceptual Grading and Improvement Plan, unless indicated in this condition that it is superseding. Changes to the final engineering plans that are not consistent with the conceptual plan may cause further environmental review. **TIMING:** Prior to approval of any grading and or improvement plans and issuance of any Grading or Construction Permits) for any phase, the notes and items shall be placed on the plans. **MONITORING:** The [DPW, ESU, or PDS, BD for PDS Minor Grading and DPR, TC and PP for trail and park improvements] shall verify that the grading and or improvement plan requirements have been implemented on the final engineering plans. The environmental mitigation notes shall be made conditions of the issuance of said grading or construction permit.

WF-1

The project shall include irrigated, fire-resistant landscaping only. Landscaping related to the project will be implemented in accordance with the measures listed below, as outlined in the FPP for the Miller Road Development Project.

- Landscaping materials will include plants from the approved plant list in Appendix A of the FPP or as approved by the Fire Marshall.
- All undesirable non-native vegetation will be removed. Replanting will be with drought tolerant, fire resistive fire-resistant landscaping.
- Vegetation may include single or cluster of thinned fire resistant native and ornamental plants (e.g., oaks, sumac, toyon, etc.).
- Dense plant masses adjacent to the structures and at bases of trees and tree clusters will not be placed in this zone. Provide low growing, fire resistive, deep

rooted, drought tolerant planting to maintain erosion control and soil stability, especially on manufactured slopes.

- Native or ornamental trees retained within fuel modification zones will be pruned to maintain a vertical separation of approximately 10 feet above underlying shrubs or groundcover. Pruning of the shrubs will minimize the impact of the tree pruning.
- Trees and large shrubs over 15 feet in height (oaks, sumac, toyon, etc.) pruned to provide clearance between plants of three times the height of understory plants, or 10 feet, whichever is greater.
- Large continuous masses of shrubs and understory less than 15 feet in height will be thinned to remove fuel and provide at least 10 feet between shrub masses, or individual shrubs. Thinning will reduce the overall canopy coverage of the area a minimum of 50 percent.
- If shrubs are located underneath a tree's drip line, the lowest branch shall be at least three times as high as the understory shrubs or 10 feet, whichever is greater.
- Trees may be planted and/or maintained as individual specimens, or clustered with no more than three trees in a single cluster with a minimum distance between mature canopies of 20 feet; avoid planting trees directly uphill of one another.
- Tree canopies will not be allowed to overhang the roof of any structure; the outer edge of the canopies of mature trees will be a minimum of 10 feet from the building eaves, and free of all dead or dying parts. All the dead material must be pruned out of all vegetation on an as needed basis.
- Mature heights of new shrub plantings will be a maximum of 36 inches.
- Mulches, chips and other small multi-cuttings (cut to less than two inches in diameter and four inches in length) shall be evenly spread over the area no more than 4 inches at least 50 feet from structures. This can be used to maintain soil moisture and prevent grass and weed encroachments within the treated areas. Regular maintenance, vegetation pruning, and continued irrigation are most important in this Zone.
- Firewood or other combustible materials will not be stored in unenclosed spaces beneath buildings or structures, or on decks or under eaves, canopies or other projections or overhangs. Storage may occur in the defensible space located a minimum of 20 feet from structures and separated from the crown of trees by a minimum of 10 feet, measured horizontally.
- Certain ornamental plants shall not be planted or allowed to become established within the zone unless otherwise noted in the recommended Plant List in Appendix A of the FPP or as approved by the Fire Marshal.
- As the native vegetation cover in Zone 1 is reduced, there is a very high probability that the openings will be dominated with non-native weed or grass species. Therefore, all grasses and weeds are to be mowed or weed-whipped to a 4-inch stubble height by June 1st of each year or when the fuels become cured, whichever occurs first. Any vegetation biomass (debris and trimmings) produced by thinning and pruning shall be removed from the site or converted to
- mulch by chipping and evenly distributed to a maximum depth of 4 inches.

- Plants in this zone will not include any pyrophytes that are high in oils and resins, such as: pines, eucalyptus, cedar, and juniper species. Trees must be planted so that when they reach maturity their branches are at least 10-feet away from any structure. Refer to Appendix B of the FPP for a list of undesirable plantings.
- Thick succulent or leathery leaf plant species are the most fire resistant, while paper-thin leaves and small twiggy branches are the least fire resistant.
- If water for irrigation is limited, use more of the available water in Zone 1 than In Zone 2. Plants with high moisture content are less likely to burn. Non-flammable patios, walkways, rock, driveways, and gravel can be used to break up fuel continuity within this zone.

WF-2

The exterior walls of the proposed building shall be constructed with one-hour fire resistant building materials and protected with two-inch nominal solid blocking between rafters at all roof overhangs and under the exterior wall covering (in accordance with State Fire Marshal [SFM] 12-7A-1). Portable fire extinguishers are required for the proposed building and shall be mounted on walls near exits with appropriate signage.

CUL-1**TRIBAL MONITORING**

INTENT: Due to the sensitivity of the area, and in order to mitigate for potential impacts to undiscovered buried tribal cultural resources, a Tribal Monitoring Program shall be implemented pursuant to the County of San Diego Guidelines for Determining Significance for Cultural Resources and the California Environmental Quality Act (CEQA). **DESCRIPTION OF REQUIREMENT:** Both a Luiseño monitor from the Rincon Band (Rincon monitor) and a Kumeyaay monitor from the San Pasqual Band (San Pasqual monitor) shall be contracted to perform tribal monitoring during grading, clearing, grubbing, trenching, and construction that involve earth disturbing activities. The tribal monitoring program shall include the following:

- a. The Rincon and San Pasqual monitors shall perform the monitoring duties before, during and after construction. The Rincon and San Pasqual monitors shall also evaluate fill soils to determine that they are clean of cultural resources, if required. The contract or letter of acceptance provided to the County shall include an agreement that the Tribal monitoring will be completed. The contract or letter of acceptance shall include a cost estimate for the monitoring work and reporting.
- b. The Project Archeologist shall provide evidence that a Native American monitor from the San Pasqual Tribe has been contracted by the property owner or their representative to perform Native American monitoring for the project.

DOCUMENTATION: The applicant shall provide a copy of the Tribal Monitoring Contract or letter of acceptance and cost estimate to [PDS, PPD]. Additionally, the cost amount of the monitoring work shall be added to the grading bond cost

estimate. **TIMING:** Prior to approval of any grading and or improvement plans and issuance of any Grading or Construction Permits. **MONITORING:** [PDS, PPD] shall review the contract or letter of acceptance, MOU and cost estimate or separate bonds for compliance with this condition. The cost estimate should be forwarded to [PDS, PPD] for inclusion in the grading bond cost estimate, and grading bonds and the grading monitoring requirement shall be made a condition of the issuance of the grading or construction permit.

CUL-2**TRIBAL CULTURAL RESOURCES TREATMENT AGREEMENT AND PRESERVATION PLAN**

INTENT: In order to mitigate for potential impacts to Tribal Cultural Resources, develop and enter into a Tribal Cultural Resources Treatment Agreement and Preservation Plan with the Rincon Band of Mission Indians (Rincon Band) and the San Pasqual Band of Diegueño Mission Indians (San Pasqual Band).

DESCRIPTION OF REQUIREMENT: A single Tribal Cultural Resources Treatment Agreement and Preservation Plan shall be developed between the applicant or their representative, and the Rincon Band and San Pasqual Band. The Tribal Cultural Resources Treatment Agreement and Preservation Plan shall be reviewed and agreed to by the County prior to final signature and authorization. The Tribal Cultural Resources Treatment Agreement and Preservation Plan shall include but is not limited to the following:

- a. Parties entering into the agreement and contact information.
- b. Responsibilities of the Property Owner or their representative, Luiseño and Kumeyaay Native American monitors, and consulting tribes.
- c. Requirements of the Tribal Monitoring Program including unanticipated discoveries. The requirements shall address grading and grubbing requirements including controlled grading and controlled vegetation removal in areas of cultural sensitivity, and analysis of identified cultural materials.
- d. Excavated soils. Consultation with the Rincon Band and San Pasqual Band shall occur should excavated soils need to be exported offsite.
- e. Treatment of identified Native American cultural materials. Any identified Native American cultural materials with the exception of Native American human remains and associated grave goods (described in item g below) are to be reburied onsite. The Treatment Agreement and Preservation Plan shall identify a suitable location for reburial of cultural materials should they be encountered and recovered during construction monitoring. Should the reburial area be required, the location shall be recorded on Department of Parks and Recreation (DPR) forms, and an open space easement shall be dedicated for the protection of the resources in perpetuity. If the proposed reburial location is not required, then neither recordation on DPR forms, nor dedication of an open space easement over the proposed location is required.

- f. Deed restriction. Details of the requirement for a deed restriction for reburial of identified Native American cultural materials. The requirements shall address protection of Native American cultural materials, access, and responsibilities for management and maintenance of the open space.
- g. Treatment of Native American human remains and associated grave goods. Consultation with the Most Likely Descendant (MLD) pursuant to Public Resources Code §5097.98, CEQA §15064.5 and Health & Safety Code §7050.5 shall be followed in the event that human remains are discovered. The Treatment Agreement and Preservation Plan shall identify a suitable location for reburial of human remains, sacred items, and funerary items, should they be encountered and recovered during construction monitoring. Should the reburial area be required, the location shall be recorded on Department of Parks and Recreation (DPR) forms, and an open space easement shall be dedicated for the protection of the resources in perpetuity. If the proposed reburial location is not required, then neither recordation on DPR forms, nor dedication of an open space easement over the proposed location is required.
- h. Confidentiality of cultural information including location and data.
- i. Negotiation of disagreements should they arise during the implementation of the Agreement and Preservation Plan.
- j. Regulations that apply to cultural resources that have been identified or may be identified during project construction.

DOCUMENTATION: A copy of the implemented agreement shall be submitted to the [PDS, PPD] for approval. **TIMING:** Prior to approval of any grading and/or improvement plans and issuance of any Grading or Construction Permits. **MONITORING:** The [PDS, PPD] shall review the implemented agreement for compliance this condition.

CUL-3

TRIBAL CULTURAL RESOURCES MONITORING REPORT

INTENT: In order to ensure that the Tribal monitoring occurred during the earth-disturbing activities, a final letter report shall be prepared. **DESCRIPTION OF REQUIREMENT:** A final Tribal Monitoring Report that documents the results, analysis, and conclusions of the Tribal Monitoring Program shall be prepared. The report shall include the following items:

- a. Daily Monitoring Logs, if available.
- b. Evidence that all Native American cultural materials in order of preference have been conveyed as follows:
 - (1) Evidence that all prehistoric materials collected during the tribal monitoring program have been reburied onsite.

or

If reburial is not feasible, evidence that all Native American materials collected during the tribal monitoring program have been repatriated to a Native American group of appropriate tribal affinity. Evidence shall be in the form of a letter from the Native American tribe to whom the tribal cultural resources have been repatriated identifying that the tribal cultural resources materials have been received.

- d. If no tribal cultural resources are discovered, a Negative Monitoring Letter Report or email from the monitoring Tribes must be submitted stating that the monitoring activities have been completed. Monitoring Logs must be submitted with the negative monitoring letter report or email.

DOCUMENTATION: The applicant and/or the Rincon Band and/or the San Pasqual Band shall prepare the final letter report and submit it to the [PDS, PPD] for approval. Once approved, a final copy of the report shall be submitted to the South Coastal Information Center and any culturally-affiliated Tribe who requests a copy by the PDS archaeologist. **TIMING:** Prior to any occupancy, final grading release, or use of the premises in reliance of this permit, the final report shall be prepared. **MONITORING:** The [PDS, PPD] shall review the final report for compliance with this condition.

CUL-4

PLAN CONDITIONS NOTES: [DPW, ESU] [PDS, BD] [DPR TC, PP] [GP, IP, MA]
INTENT: In order to implement the required mitigation measures, for which was the basis for approval of this project pursuant to Section 87.207 of the County Grading Ordinance the condition notes shall be implemented on the final engineering plans and made conditions of the permit issuance. **DESCRIPTION OF REQUIREMENT:** The final engineering plans shall include the following condition notes and made conditions of the issuance of said permit:

Tribal Monitoring

PRE-CONSTRUCTION GRADING AND/OR IMPROVEMENTS: *(Prior to any clearing, grubbing, trenching, grading, or any land disturbances.)*

(CULTURAL RESOURCES)

CULT#GR-1 - TRIBAL MONITORING – PRECONSTRUCTION MEETING

INTENT: Due to the sensitivity of the area, a Tribal Monitoring Program shall be implemented. **DESCRIPTION OF REQUIREMENT:** Both a Luiseño monitor from the Rincon Band (Rincon monitor) and a Kumeyaay monitor from the San Pasqual Band (San Pasqual monitor) shall attend the pre-construction meeting with the contractors to explain and coordinate the requirements of the tribal monitoring program. The Rincon and San Pasqual monitors shall monitor the earth-disturbing activities for the car wash. The Rincon and San Pasqual monitors shall also evaluate fill soils to determine that they are clean of tribal cultural resources, if

necessary. **DOCUMENTATION:** The applicant shall have the contracted Rincon and San Pasqual monitors attend the preconstruction meeting to explain the monitoring requirements. **TIMING:** Prior to any clearing, grubbing, trenching, grading, or any land disturbances this condition shall be completed. **MONITORING:** The [DPW, PDCI] shall confirm the attendance of the approved Rincon and San Pasqual monitors.

DURING CONSTRUCTION: (The following actions shall occur throughout the duration of the grading construction).

(CULTURAL RESOURCES)

CULT#GR-2 - TRIBAL MONITORING – DURING CONSTRUCTION

INTENT: Due to the sensitivity of the area, a Tribal Monitoring Program shall be implemented. **DESCRIPTION OF REQUIREMENT:** Both a Luiseño monitor from the Rincon Band (Rincon monitor) and a Kumeyaay monitor from the San Pasqual Band (San Pasqual monitor) the earth-disturbing activities for the car wash. The Tribal monitoring program shall comply with the following requirements during earth-disturbing activities:

- a. **Monitoring.** During the earth-disturbing activities for the car wash, the Rincon and San Pasqual monitors shall be onsite. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The frequency and location of inspections will be determined by the Rincon and San Pasqual monitors. Monitoring of the cutting of previously disturbed deposits will be determined by the Rincon and San Pasqual monitors.
- b. **Inadvertant Discoveries.** In the event that previously unidentified potentially significant cultural resources are discovered:
 1. The Rincon and San Pasqual monitors shall have the authority to divert or temporarily halt ground disturbance operations in the area of discovery to allow evaluation of potentially significant cultural resources.
 2. At the time of discovery, the Rincon or San Pasqual monitors shall contact the PDS Archaeologist.
 3. The PDS Archaeologist shall contact culturally-affiliated tribes as identified in the Treatment Agreement and Preservation Plan.
 4. All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the PDS archaeologist, Rincon and San Pasqual monitors, and the tribal representative(s) to discuss the significance of the find.
 5. Construction activities shall not resume in the area of discovery until an agreement has been reached by all parties as to appropriate mitigation. Work shall be allowed to continue outside of the buffer area and shall be monitored.
 6. The PDS archaeologist will determine if a County approved archaeologist will need to be engaged to evaluate the identified resources.

7. Isolates and clearly non-significant deposits shall be minimally documented in the field. The isolates and/or non-significant deposits shall be reburied onsite as identified in the Treatment Agreement and Preservation Plan.
8. Treatment and avoidance of the newly discovered resources shall be consistent with the Treatment Agreement and Preservation Plan entered into with the appropriate tribes. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils and/or re-burial on the Project property so they are not subject to further disturbance in perpetuity.
9. If tribal cultural resources are identified, one or more of the following treatments, in order of preference, shall be employed:
 - a. Preservation in place of the Cultural Resources, if feasible. Preservation in place means avoiding the resources, leaving them in place where they were found with no development affecting the integrity of the resources.
 - b. Reburial of the resources on the project property. The measures for reburial shall include, at least, the following:
 - Measures and provisions to protect the future reburial area from any impacts in perpetuity.
 - Reburial shall not occur until all legally required cataloging and basic recordation have been completed, with the exception that sacred items, burial goods, and Native American human remains are excluded.
 - Any reburial process shall be culturally appropriate.
 - Listing of contents and location of the reburial shall be included in the confidential appendix of the Monitoring Report.
 - The Monitoring Report shall be filed with the County under a confidential cover and is not subject to Public Records requests.
 - c. If preservation in place or reburial is not feasible, a Research Design and Data Recovery Program (Program) shall be prepared by the Project Archaeologist in consultation with the consulting Tribes, and the Rincon and San Pasqual monitors and approved by the County Archaeologist prior to implementation. There shall be no destructive or invasive testing on sacred items, burial goods, and Native American human remains. Results concerning finds of any inadvertent discoveries shall be included in the Monitoring Report.

Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and cultural resources. If the landowner and the Tribe(s) cannot agree on the significance or the mitigation for the archaeological or cultural resources, these issues will be presented to the Planning & Development Services Director for decision. The Planning & Development Services Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological resources, recommendations of the project archeologist and shall take into account the cultural and religious principles and practices of the Tribe.

- c. **Human Remains.** If any human remains are discovered:
1. The Property Owner or their representative shall contact the County Coroner and the PDS Archaeologist.
 2. Upon identification of human remains, no further disturbance shall occur in the area of the find until the County Coroner has made the necessary findings as to origin. If the human remains are to be taken offsite for evaluation, they shall be accompanied by the Rincon and San Pasqual monitors.
 3. If the remains are determined to be of Native American origin, the NAHC shall immediately contact the Most Likely Descendant (MLD).
 4. The immediate vicinity where the Native American human remains are located is not to be damaged or disturbed by further development activity until consultation with the MLD regarding their recommendations as required by Public Resources Code Section 5097.98 has been conducted.
 5. The MLD may with the permission of the landowner, or their authorized representative, inspect the site of the discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site.
 6. Public Resources Code §5097.98, CEQA §15064.5 and Health & Safety Code §7050.5 shall be followed in the event that human remains are discovered.
- d. **Tribal Cultural Resources.** If tribal cultural resources are discovered, the PDS Archaeologist shall conduct consultation with culturally-affiliated tribes to determine the most appropriate mitigation. Should the two parties not be able to reach consensus, then the Deputy Director shall consider the concerns of the culturally-affiliated tribe and the PDS Archaeologist, and the Deputy Director of Planning & Development Services shall make a final decision regarding appropriate mitigation.
- e. **Fill Soils.** The Rincon and San Pasqual monitors shall evaluate fill soils to determine that they are clean of cultural resources, if necessary.

DOCUMENTATION: The applicant shall implement the Tribal Monitoring Program pursuant to this condition. **TIMING:** The following actions shall occur throughout the duration of the earth disturbing activities. **MONITORING:** The [DPW, PDCI] shall make sure that the Project Archeologist is on-site performing the monitoring duties of this condition. The [DPW, PDCI] shall contact the [PDS, PPD] if the Project Archeologist or applicant fails to comply with this condition.

FINAL GRADING RELEASE: (Prior to any occupancy, final grading release, or use of the premises in reliance of this permit).

(CULTURAL RESOURCES)**CULT#GR-3 - TRIBAL MONITORING – FINAL GRADING**

INTENT: Due to the sensitivity of the area, a Tribal Monitoring Program shall be implemented. **DESCRIPTION OF REQUIREMENT:** The applicant shall prepare a final letter report that documents the results of the Tribal Monitoring Program if cultural resources were not encountered during earth-disturbing activities. The letter report shall include the following, if applicable:

- a. Daily Monitoring Logs, if available.
- b. Evidence that all Native American cultural materials in order of preference have been conveyed as follows:
 - (1) Evidence that all Native American materials collected during the archaeological monitoring program have been reburied.

or

- (2) If not feasible, evidence that all Native American materials collected during the Tribal monitoring program have been repatriated to a Native American group of appropriate tribal affinity. Evidence shall be in the form of a letter from the Native American tribe to whom the cultural resources have been repatriated identifying that the archaeological materials have been received.
- c. Evidence that all historic cultural materials (non-Native American) have been conveyed as follows:

Historic materials shall be curated at a San Diego curation facility and shall not be curated at a Tribal curation facility or repatriated. The collections and associated records, including title, shall be transferred to the San Diego curation facility and shall be accompanied by payment of the fees necessary for permanent curation. Evidence shall be in the form of a letter from the curation facility stating that the historic materials have been received and that all fees have been paid.

DOCUMENTATION: The applicant and/or Rincon and/or San Pasqual Tribe shall prepare the final letter report and submit it to [PDS, PPD] for approval. Once approved, a final copy of the report shall be submitted to the South Coastal Information Center (SCIC) and any culturally-affiliated Tribe who requests a copy by the PDS archaeologist. **TIMING:** Prior to any occupancy, final grading release, or use of the premises in reliance of this permit, the final letter report shall be prepared. **MONITORING:** [PDS, PPD] shall review the final report for compliance with this condition.

3. Critical Project Design Elements That Must Become Conditions of Approval:

The following project design elements were either proposed in the project application or the result of compliance with specific environmental laws and regulations and were essential in reaching the conclusions within the attached Environmental Initial Study. While the following are not technically mitigation measures, their implementation must be assured to avoid potentially significant environmental effects.

WAIVERS AND EXCEPTIONS: This permit is hereby approved pursuant to the provisions of the County Public and Private Road Standards, and all other required ordinances of San Diego County except for a waiver or modification of the County Public and Private Road Standards requirements to permit:

1. County Public Road Standards, Section 6.1.C.2 indicates: "Minimum distance between roads entering into other roads shall be as follows: Non-Mobility Element Roads entering into other Mobility Element Roads shall have their centerlines separated by at least 300 feet". The available project frontage is approximately 350 feet, but the topography of the property and location of the existing rock outcropping limit the project frontage to 235 feet usable. The Department of Public Works has received and supported a request to reduce the driveway separation along Valley Center Road from 300 feet to 240 feet between a proposed driveway and Miller Road. (See approved letter dated November 10, 2008)
2. The San Diego Area Regional Standard Drawings, Detail G-16 limits the width of commercial driveways to thirty feet (30') maximum. The Valley Center Design Guidelines, Section 12.F limits curb openings (driveway aprons) to be maximum thirty-six (36') in width. The County of San Diego Off-Street Parking Design Manual, Section II.E includes a requirement that commercial driveways be between twelve feet (12') and thirty feet (30') wide. The Department of Public Works has received and supported a request to provide wider driveways than currently allowed by the San Diego Area Regional Standard Drawings, the Valley Center Design Guidelines, and the County of San Diego Off-Street Parking Design Manual for two proposed driveway approaches, one on Valley Center Road, and one along Miller Road. (See approved letter dated April 15, 2011)
3. County Public Road Standards, Section 6.1.C.2 indicates: "Minimum distance between roads entering into other roads shall be as follows: Non-Mobility Element Roads entering into other Mobility Element Roads shall have their centerlines separated by at least 300 feet". The site frontage along Miller Road is restricted by the zoning boundary which limits the driveway separation. The project's access to Valley Center Road is restricted to right-in/right-out movements only. Therefore the project will need to provide two driveways on Miller Road to provide proper access and circulation. The Department of Public Works has received and supported a request to reduce the driveway separation along Miller Road from 300 feet to 175 feet between the two proposed driveways, and reduce 300 feet to 200 feet between the southerly driveway and Valley Center Road. (See approved letter dated March 2, 2012)
4. County Public Road Standards, Section 6.1.E indicates: "Sight distance requirements at all intersections shall conform to the intersectional sight distance criteria as provided in Table 5." The Department of Public Works has received and supported a request to

reduce the minimum corner sight distance from the project’s northerly driveway along Miller Road, in the northerly direction, to 276 feet AASHTO stopping sight distance criteria. The request also asked to allow a channelization design on Miller Road that would provide a 135 foot long two-way left turn lane, and associated striping just south of the northerly driveway. (See approved letter dated April 5, 2012)

SPECIFIC CONDITIONS: Compliance with the following Specific Conditions (Mitigation Measures when applicable) shall be established before the property can be used in reliance upon this Site Plan. Where specifically indicated, actions are required prior to approval of any grading, improvement, building plan and issuance of grading, construction, building, or other permits as specified:

ANY PERMIT: (Prior to the issuance of any permit and prior to occupancy or use of the premises in reliance of this permit).

1. GEN#1–COST RECOVERY

INTENT: In order to comply with Section 362 of Article XX of the San Diego County Administrative Code, Schedule B.5, existing deficit accounts associated with processing this permit shall be paid. **DESCRIPTION OF REQUIREMENT:** The applicant shall pay off all existing deficit accounts associated with processing this permit. **DOCUMENTATION:** The applicant shall provide evidence to Planning & Development Services, Zoning Counter, which shows that all fees and trust account deficits have been paid. No permit can be issued if there are deficit trust accounts. **TIMING:** Prior to the approval of any plan and prior to the issuance of any permit and prior to use in reliance of this permit, all fees and trust account deficits shall be paid. **MONITORING:** The PDS Zoning Counter shall verify that all fees and trust account deficits have been paid.

2. GEN#2–RECORDATION OF DECISION

INTENT: In order to comply with Section 7019 of the Zoning Ordinance, the Permit Decision shall be recorded to provide constructive notice to all purchasers, transferees, or other successors to the interests of the owners named, of the rights and obligations created by this permit. **DESCRIPTION OF REQUIREMENT:** The applicant shall sign, notarize with an all-purpose acknowledgement’ and return the original recordation form to PDS. **DOCUMENTATION:** Signed and notarized original recordation form. **TIMING:** Prior to the approval of any plan and prior to the issuance of any permit and prior to use in reliance of this permit, a signed and notarized copy of the Decision shall be recorded by PDS at the County Recorder’s Office. **MONITORING:** The PDS Zoning Counter shall verify that the Decision was recorded and that a copy of the recorded document is on file at PDS.

3. ROADS#1–SIGHT DISTANCE

INTENT: In order to provide an unobstructed view for safety while exiting the property and accessing a public road from the site, and to comply with the Design Standards of Section 6.1.(E) of the County of San Diego Public Road Standards, an unobstructed sight distance shall be verified. **DESCRIPTION OF REQUIREMENT:**

- a. A registered civil engineer or a licensed land surveyor provides a certified signed statement that: “There is a minimum _____ feet of unobstructed intersectional

sight distance in both directions along Valley Center Road (SF 639) from the proposed driveway in accordance with the methodology described in Table 5 of the March 2012 County of San Diego Public Road Standards. These sight distances exceed the required intersectional Sight Distance requirements of _____ as described in Table 5 based on a speed of _____, which I have verified to be the higher of the prevailing speed or the minimum design speed of the road classification. I have exercised responsible charge for the certification as defined in Section 6703 of the Professional Engineers Act of the California Business and Professions Code.”

- b. A registered civil engineer or a licensed land surveyor provides a certified signed statement that: “There is a minimum _____ feet of unobstructed intersectional sight distance in both directions along Miller Road from the proposed southerly project driveway in accordance with the methodology described in Table 5 of the March 2012 County of San Diego Public Road Standards. These sight distances exceed the required intersectional Sight Distance requirements of _____ as described in Table 5 based on a speed of _____, which I have verified to be the higher of the prevailing speed or the minimum design speed of the road classification. I have exercised responsible charge for the certification as defined in Section 6703 of the Professional Engineers Act of the California Business and Professions Code.”
- c. If the lines of sight fall within the existing public road right-of-way, the engineer or surveyor shall further certify: "Said lines of sight fall within the existing right-of-way and a clear space easement is not required."

DOCUMENTATION: The applicant shall complete the certifications and submit them to the [PDS, LDR] for review. **TIMING:** Prior to the approval of any plan, issuance of any permit, and prior to occupancy or use of the premises in reliance of this permit, the sight distance shall be verified. **MONITORING:** The [PDS, LDR] shall verify the sight distance certifications.

4. **DRNG#1–DRAINAGE IMPROVEMENTS**

INTENT: In order to provide the required drainage improvements for the project and to comply with the County Flood Damage Prevention Ordinance {Title 8, Division 11}, County Watershed Protection Ordinance {WPO} No.10096, County Code Section 67.801 et. seq., the County Resource Protection Ordinance (RPO) No. 9842, the drainage improvements shall be completed. **DESCRIPTION OF REQUIREMENT:** Improve or agree to improve and provide security for the storm drain and associated drainage improvements within the site.

All drainage plan improvements shall be prepared and completed pursuant to the following ordinances and standards: San Diego County Drainage Design Manual, San Diego County Hydrology Manual, County of San Diego Grading Ordinance, Zoning Ordinance Sections 5300 through 5500, County Resource Protection Ordinance (RPO) No. 9842, and County Flood Damage Protection Ordinance {Title 8, Division 11}, Low Impact Development (LID) and Hydromodification requirements and the Land Development Improvement Plan Checking Manual. The improvements shall be completed within 24 months from the approval of the improvement plans, execution of the agreements, and acceptance of the securities. No Building permit can receive final

approval or occupancy until these improvements are completed. **DOCUMENTATION:** The applicant shall complete the following:

- a. Process and obtain approval of Improvement Plans for the storm drain and associated drainage improvements within the site.
- b. Provide Secured agreements require posting security in accordance with Section 7613 of the Zoning Ordinance.
- c. Pay all applicable inspection fees with [DPW, PDCI].
- d. If the applicant is a representative, then a one of the following is required: a corporate certificate indicating those corporation officers authorized to sign for the corporation, or a partnership agreement recorded in this County indicating who is authorized to sign for the partnership.

TIMING: Prior to approval of any grading or improvement plan and prior to issuance of any grading or construction permit, and prior to use of the property in reliance of this permit, the plans, agreements, and securities shall be approved. **MONITORING:** The [OPW, LOR] shall review the plans for consistency with this condition and County Standards. Upon approval of the plans [OPW, LOR] shall request the required securities and improvement agreements. The securities and improvement agreements shall be approved by the Director of DPW before any work can commence.

5. UTILITIES#1-PAVEMENT CUT POLICY

INTENT: In order to prohibit trench cuts for undergrounding of utilities in all new, reconstructed, or resurfaced paved County-maintained roads for a period of three years following project pavement treatment, and to comply with County Policy RO-7 adjacent property owners shall be notified and solicited for their participation in the extension of utilities. **DESCRIPTION OF REQUIREMENT:** All adjacent property owners shall be notified who may be affected by this policy and are considering development of applicable properties, this includes requesting their participation in the extension of utilities to comply with this policy. No trench cuts for undergrounding of utilities in all new, reconstructed, or resurfaced paved County-maintained roads for a period of three years following project surface. **DOCUMENTATION:** The applicant shall sign a statement that they are aware of the County of San Diego Pavement Cut Policy and submit it to the [PDS LDR] for review. **TIMING:** Prior to approval of any grading or improvement plan and prior to issuance of any grading or construction permit, and prior to use of the property in reliance of this permit, the Acknowledgement of Department of Public Works Pavement Cut Policy shall be submitted for approval. **MONITORING:** [PDS, LDR] shall review the acknowledgement letter to determine compliance with the condition.

GRADING PERMIT: *(Prior to approval of any grading and or improvement plans and issuance of any Grading or Construction Permits).*

(BIOLOGICAL RESOURCES)

6. **BIO#1- PLAN CONDITIONS NOTES:** [DPW, ESU] [PDS, BD] [DPR TC, PP] [GP, IP, MA]
INTENT: In order to implement the required mitigation measures, for which was the basis for approval of this project pursuant to Section 87.207 of the County Grading Ordinance the condition notes shall be implemented on the final engineering plans and made conditions of the permit issuance. **DESCRIPTION OF REQUIREMENT:** The final engineering plans shall include the following condition notes and made conditions of the issuance of said permit:

- a. To avoid the direct loss of nest(s) protected under the MBTA a pre-construction nesting survey of vegetated areas adjacent to the site will be required. If project brushing, clearing, grubbing, grading, or other construction activities are proposed with during the migratory bird breeding season (February 1 through August 31), a qualified County-approved biologist shall conduct a pre-construction bird and raptor survey no more than three days prior to the scheduled operations to determine the presence/absence of nesting raptors and/or other migratory birds to ensure that active nests are not impacted. If an active nest is identified, a buffer would be established between the construction activities and the nest so that nesting activities are not interrupted. The buffer should be a minimum of 300 feet for migratory bird species and 500 feet for raptor species, be delineated by temporary fencing, and remain in effect as long as construction is occurring or until the nest is no longer active. No project construction would be allowed to occur within the fenced zone until the young have fledged and would not be impacted by the project.

DOCUMENTATION: The applicant shall submit the grading, improvement and building plans, which shall include the above reference condition notes. The condition notes shall be in addition to what is already approved on the Conceptual Grading and Improvement Plan, unless indicated in this condition that it is superseding. Changes to the final engineering plans that are not consistent with the conceptual plan may cause further environmental review. **TIMING:** Prior to approval of any grading and or improvement plans and issuance of any Grading or Construction Permits) for any phase, the notes and items shall be placed on the plans. **MONITORING:** The [DPW, ESU, or PDS, BD for PDS Minor Grading and DPR, TC and PP for trail and park improvements] shall verify that the grading and or improvement plan requirements have been implemented on the final engineering plans. The environmental mitigation notes shall be made conditions of the issuance of said grading or construction permit.

BUILDING PERMIT: (Prior to approval of any building plan and the issuance of any building permit).

7. **GEN#3-INSPECTION FEE**

INTENT: In order to comply with Zoning Ordinance Section 7362.e the inspection fee shall be paid. **DESCRIPTION OF REQUIREMENT:** Pay the inspection fee at the [PDS, ZC] to cover the cost of inspection(s) of the property to monitor ongoing conditions associated with this permit. In addition, submit a letter indicating who should be contacted to schedule the inspection. **DOCUMENTATION:** The applicant shall provide a receipt showing that the inspection fee has been paid along with updated contact information [PDS, PCC]. **TIMING:** Prior to any approval of any building plan, issuance of any building

permit, and/or final sign off associated with the structures referenced above, compliance with this condition is required. **MONITORING:** The [PDS, ZC] shall process an invoice and collect the fee. PDS will schedule an inspection within one year from the date that occupancy or use of the site was established.

8. **PLN#1–SITE PLAN IMPLEMENTATION**

INTENT: In order to comply with the approved project design indicated on the approved plot plan, the project shall be constructed as indicated on the approved building and construction plans. **DESCRIPTION OF REQUIREMENT:** The site shall conform to the approved Site Plan plot plan and the building plans. This includes, but is not limited to: installing all required design features, painting all equipment with the approved colors, required and approved signage is installed and located properly, and all temporary construction facilities have been removed from the site. **DOCUMENTATION:** The applicant shall ensure that the site conforms to the approved plot plan and building plans. **TIMING:** Prior to approval of any building plan, issuance of any building permit, and/or final sign off associated with the structures referenced above, compliance with this condition is required. **MONITORING:** The [PDS, BI] and [DPR TC, PP] shall inspect the site for compliance with the approved Building Plans.

9. **ROADS#2–PUBLIC ROAD IMPROVEMENTS**

INTENT: In order to promote orderly development and to comply with the Centerline Ordinance Sec. 51.301 et. al. and the County Trails Master Plan (Community Trails Master Plan), **Valley Center Road (SF 639)** and **Miller Road** shall be improved. **DESCRIPTION OF REQUIREMENT:**

- a. Improve or agree to improve and provide security for **Miller Road** along the project frontage (approximately 360 feet along Miller road from the centerline of Valley Center Road), to a Minor Collector Road with intermittent turn lanes (2.38), to a graded width of forty-one feet (41') from centerline, and to improved width of twenty-seven feet (27') from centerline, with curb, gutter, and disintegrated granite pathway, with face of curb at twenty-seven feet (27') from centerline. A left turn pocket and channelization design provided with the approved exception request dated April 5, 2012 shall be installed to the satisfaction of the Director of Public Works.

All plans and improvements shall be completed pursuant to the County of San Diego Public Road Standards, the DPW Land Development Improvement Plan Checking Manual and the Community Trails Master Plan. The improvements shall be completed within 24 months from the approval of the improvement plans, execution of the agreements, and acceptance of the securities. **DOCUMENTATION:** The applicant shall complete the following:

- b. Process and obtain approval of Improvement Plans to improve **Valley Center Road (SF 639)** and **Miller Road**.
- c. Provide Secured agreements. The required security shall be in accordance with Section 7613 of the Zoning Ordinance.
- d. Pay all applicable inspection fees with [DPW, PDCI].

- e. If the applicant is a representative, then a one of the following is required: a corporate certificate indicating those corporation officers authorized to sign for the corporation, or a partnership agreement recorded in this County indicating who is authorized to sign for the partnership.
- f. Obtain approval for the design and construction of all driveways, turnarounds, pathways and private easement road improvements to the satisfaction of the Valley Center Fire Protection District and the [PDS, LDR].
- g. Obtain a Construction Permit for any work within the County road right-of-way. DPW Construction/Road right-of-way Permits Services Section should be contacted at rowpermitcounter@sdcounty.ca.gov or (858)-694-2055 to coordinate departmental requirements. Also, before trimming, removing or planting trees or shrubs in the County Road right-of-way, the applicant must first obtain a permit to remove, plant or trim shrubs or trees from the Permit Services Section.

TIMING: Prior to approval of any building plan and the issuance of any building permit the plans shall be approved and securities must be provided. **MONITORING:** The [PDS, LDR] and [DPR, TC] shall review the plans for consistency with the condition and County Standards and Community Trails Master Plan. Upon approval of the plans [PDS, LDR] shall request the required securities and improvement agreements. The securities and improvement agreements shall be approved by the Director of DPW before any work can commence.

10. **ROADS#3–ROAD IMPROVEMENTS AS MITIGATION**

INTENT: In order to promote orderly development and to mitigate direct impacts to less than significant as identified in the Traffic Impact Study prepared by Darnell & Associates revised December 8, 2010, a traffic signal at the intersection of Valley Center Road (SF 639) and Miller Road shall be constructed shall be required.

DESCRIPTION OF REQUIREMENT:

- a. Improve or agree to improve and provide security for construction of a traffic signal at the intersection of **Valley Center Road** (SF 639) and **Miller Road** to provide the following lane configurations:
 - 1) One (1) eastbound left turn lane
 - 2) Two (2) eastbound through lanes
 - 3) One (1) westbound left turn lane
 - 4) One (1) westbound through lane
 - 5) One (1) westbound shared through-right lane
 - 6) One (1) southbound left turn lane; and
 - 7) One (1) southbound shared through-right lane

The applicant shall perform a detailed warrant analysis prior to the issuance of the first building permit, in order to confirm that construction of the traffic signal is warranted at that time. If the traffic signal is warranted at that time, then the applicant shall install the signal prior to the issuance of any building permit. If the traffic signal is not warranted at that time, then the traffic signal shall not be required to be installed until a subsequent

signal warrant analysis performed for a subsequent building permit shows that warrants are met.

All plans and improvements shall be completed pursuant to the County of San Diego Public Road Standards, the DPW Land Development Improvement Plan Checking Manual and the Community Trails Master Plan. The improvements shall be completed within 24 months from the approval of the improvement plans, execution of the agreements, and acceptance of the securities. **DOCUMENTATION:** The applicant shall complete the following:

- b. Process and obtain approval of Improvement Plans for a traffic signal at Valley Center Road (SF 639) and Miller Road.
- c. Provide Secured Agreements. The required security shall be in accordance with Section 7613 of the Zoning Ordinance.
- d. Pay all applicable inspection fees with [DPW, PDCI].
- e. If the applicant is a representative, then a one of the following is required: a corporate certificate indicating those corporation officers authorized to sign for the corporation, or a partnership agreement recorded in this County indicating who is authorized to sign for the partnership.
- f. Obtain a Construction Permit for any work within the County road right-of-way. DPW Construction/Road right-of-way Permits Services Section should be contacted at rowpermitcounter@sdcounty.ca.gov or (858)-694-2055 to coordinate departmental requirements. Also, before trimming, removing or planting trees or shrubs in the County Road right-of-way, the applicant must first obtain a permit to remove, plant or trim shrubs or trees from the Permit Services Section.

TIMING: Prior to approval of any building plan and the issuance of any building permit the plans shall be approved and securities must be provided. **MONITORING:** The [PDS, LDR] shall review the plans for consistency with the condition. Upon approval of the plans [PDS, LDR] shall request the required securities and improvement agreements. The securities and improvement agreement shall be approved by the Director of PDS before any work can commence.

11. ~~ROADS#4~~ ANNEX TO LIGHTING DISTRICT

INTENT: In order to promote orderly development and to comply with the Street Lighting Requirements of the County of San Diego Board Policy I-18 and the County of San Diego Public Road Standards, the property shall transfer into the Lighting District. **DESCRIPTION OF REQUIREMENT:** Allow the transfer of the property subject of this permit into Zone A of the San Diego County Street Lighting District without notice or hearing, and pay the cost to process such transfer. **DOCUMENTATION:** The applicant shall pay the Zone A Lighting District Annexation Fee at the [PDS, LDR]. The applicant shall provide the receipt to [PDS, PCC]. **TIMING:** Prior to building permit issuance, or use in the premises in reliance of this permit, the fee shall be paid. **MONITORING:** The [PDS,

LDR] shall calculate the fee pursuant to this condition and provide a receipt of payment for the applicant.

12. FIRE#1- FIRE DISTRICT REVIEW

INTENT: In order to comply with the approved project design indicated on the approved plot plan, the project shall be reviewed and approved by the Valley Center Fire Protection District (VCFPD). **DESCRIPTION OF REQUIREMENT:** The applicant will ensure that the VCFPD reviews the project prior to building permit to ensure that the fire sprinklers in the carwash (NFPA 13) and other required design features have been incorporated into the final design. **DOCUMENTATION:** The [*PDS, LDR*] shall review the plans for consistency with the condition. **TIMING:** Prior to building permit issuance, or use in the premises in reliance of this permit, the VCFPD must provide a review and approval. **MONITORING:** The [*PDS, LDR*] and [*DPR, TC*] shall review the plans for consistency with the condition.

13. FIRE#2-BUILDING FEATURES

INTENT: In order to comply with the approved project design and indicated on the approved plot plan **DESCRIPTION OF REQUIREMENT:** The exterior walls of the proposed building shall be constructed with one-hour fire resistant building materials and protected with two-inch nominal solid blocking between rafters at all roof overhangs and under the exterior wall covering (in accordance with State Fire Marshal [*SFM*] 12-7A-1). Portable fire extinguishers are required for the proposed building and shall be mounted on walls near exits with appropriate signage. **DOCUMENTATION:** The [*PDS, LDR*] shall review the plans for consistency with the condition. **TIMING:** Prior to building permit issuance, or use in the premises in reliance of this permit **MONITORING:** The [*PDS, LDR*] and [*DPR, TC*] shall review the plans for consistency with the condition.

OCCUPANCY: (*Prior to any occupancy, final grading release, or use of the premises in reliance of this permit*).

14. PLN#2–SITE PLAN IMPLEMENTATION

INTENT: In order to comply with the approved project design indicated on the approved plot plan, the project shall be constructed as indicated on the approved building and construction plans. **DESCRIPTION OF REQUIREMENT:** The site shall conform to the approved plot plan and the building plans. This includes, but is not limited to: installing all required design features, and all temporary construction facilities have been removed from the site. **DOCUMENTATION:** The applicant shall ensure that the site conforms to the approved plot plan and building plans. **TIMING:** Prior to any occupancy, final grading release, or use of the premises in reliance of this permit, the site shall conform to the approved plans. **MONITORING:** The [*PDS, BI*] and [*DPR TC, PP*] shall inspect the site for compliance with the approved Building Plans.

15. ROADS#5–SIGHT DISTANCE

INTENT: In order to provide an unobstructed view for safety while exiting the property and accessing a public road from the site, and to comply with the Design Standards of Section 6.1.E of the County of San Diego Public Road Standards, an unobstructed sight distance shall be verified. **DESCRIPTION OF REQUIREMENT:**

- a. A registered civil engineer or a licensed land surveyor provides a certified signed statement that: "There is a minimum _____ feet of unobstructed intersectional sight distance in both directions along **Valley Center Road (SF 639)** from the proposed driveway in accordance with the methodology described in Table 5 of the March 2012 County of San Diego Public Road Standards. These sight distances exceed the required intersectional Sight Distance requirements of _____ as described in Table 5 based on a speed of _____, which I have verified to be the higher of the prevailing speed or the minimum design speed of the road classification. I have exercised responsible charge for the certification as defined in Section 6703 of the Professional Engineers Act of the California Business and Professions Code."
- b. A registered civil engineer or a licensed land surveyor provides a certified signed statement that: "There is a minimum _____ feet of unobstructed intersectional sight distance in both directions along **Miller Road** from the proposed southerly project driveway in accordance with the methodology described in Table 5 of the March 2012 County of San Diego Public Road Standards. These sight distances exceed the required intersectional Sight Distance requirements of _____ as described in Table 5 based on a speed of _____, which I have verified to be the higher of the prevailing speed or the minimum design speed of the road classification. I have exercised responsible charge for the certification as defined in Section 6703 of the Professional Engineers Act of the California Business and Professions Code."
- c. If the lines of sight fall within the existing public road right-of-way, the engineer or surveyor shall further certify: "Said lines of sight fall within the existing right-of-way and a clear space easement is not required."

DOCUMENTATION: The applicant shall complete the certifications and submit them to the [PDS, LDR] for review. **TIMING:** Prior to occupancy of the first structure built in association with this permit, or use of the premises in reliance of this permit, and annually after that until the project is completely built, the sight distance shall be verified. **MONITORING:** The [PDS, LDR] shall verify the sight distance certifications for compliance with this condition.

16. ROADS#6-INSTALL STREETLIGHTS

INTENT: In order to promote orderly development and to comply with the Street Lighting Requirements of the County of San Diego Board Policy I-18, streetlights shall be installed and energized. **DESCRIPTION OF REQUIREMENT:** Streetlights to be provided to the satisfaction of County of San Diego Public Roads Standard. Install or arrange to install streetlights to County standards and the satisfaction of the Director of PDS, and deposit with PDS, a cash deposit sufficient to energize and operate the streetlights until the property has been transferred into Zone A. **DOCUMENTATION:** The applicant shall pay the Zone A Lighting District Annexation Fee at the [PDS, LDR], and arrange for the installation and energizing of the streetlights. **TIMING:** Prior to occupancy of the first structure built in association with this permit, final grading release, or use in the premises in reliance of this permit, the streetlights shall be installed and all fees paid. **MONITORING:** The [PDS, LDR] shall calculate the fee pursuant to this condition and

provide a receipt of payment for the applicant. The [PDS, LDR] shall ensure that the streetlights have been installed and all fees have been paid.

17. STRMWTR#1–VERIFICATION OF STRUCTURAL BMPs

INTENT: In order to promote orderly development and to comply with the County Watershed Protection Ordinance (WPO) No.10410 (County Code Section 67.801 et. seq.), verification of Structural BMPs shall be completed. **DESCRIPTION OF REQUIREMENT:** Complete a Structural BMP Verification Form as shown in Attachment 10 of the PDP SWQMP. **DOCUMENTATION:** The applicant shall process the Structural BMP Verification Forms with [DPW, PDC] or [PDS, BLDG]. **TIMING:** Prior to any occupancy, final grading release, or use of the premises in reliance of this permit; execution of the Structural BMP Verification Form shall be completed. **MONITORING:** The [PDS, LDR] and [DPW, WPP] shall review the Structural BMP Verification Forms for consistency with the condition and County Standards.

ONGOING: (The following conditions shall apply during the term of this permit).

18. FIRE#3 – ON-GOING FIRE PROTECTION: [PDS, PCC] [OG]

INTENT: In order to comply with the County of San Diego Fire Code Sections 96.1.4703 and 96.1.4707, the site shall comply with the approved Fire Protection Plan the Miller Road Development Project. **DESCRIPTION OF REQUIREMENT:** The following measures approved in the Fire Protection Plan shall be implemented and maintained:

- a. Landscaping materials will include plants from the approved plant list in Appendix A of the FPP or as approved by the Fire Marshall.
- b. All undesirable non-native vegetation will be removed. Replanting will be with drought tolerant, fire resistive fire-resistant landscaping.
- c. Vegetation may include single or cluster of thinned fire resistant native and ornamental plants (e.g., oaks, sumac, toyon, etc.).
- d. Dense plant masses adjacent to the structures and at bases of trees and tree clusters will not be placed in this zone. Provide low growing, fire resistive, deep rooted, drought tolerant planting to maintain erosion control and soil stability, especially on manufactured slopes.
- e. Native or ornamental trees retained within fuel modification zones will be pruned to maintain a vertical separation of approximately 10 feet above underlying shrubs or groundcover. Pruning of the shrubs will minimize the impact of the tree pruning.
- f. Trees and large shrubs over 15 feet in height (oaks, sumac, toyon, etc.) pruned to provide clearance between plants of three times the height of understory plants, or 10 feet, whichever is greater.
- g. Large continuous masses of shrubs and understory less than 15 feet in height will be thinned to remove fuel and provide at least 10 feet between shrub masses, or

individual shrubs. Thinning will reduce the overall canopy coverage of the area a minimum of 50 percent.

- h. If shrubs are located underneath a tree's drip line, the lowest branch shall be at least three times as high as the understory shrubs or 10 feet, whichever is greater.
- i. Trees may be planted and/or maintained as individual specimens, or clustered with no more than three trees in a single cluster with a minimum distance between mature canopies of 20 feet; avoid planting trees directly uphill of one another.
- j. Tree canopies will not be allowed to overhang the roof of any structure; the outer edge of the canopies of mature trees will be a minimum of 10 feet from the building eaves, and free of all dead or dying parts. All the dead material must be pruned out of all vegetation on an as needed basis.
- k. Mature heights of new shrub plantings will be a maximum of 36 Inches.
- l. Mulches, chips and other small multi-cuttings (cut to less than two inches in diameter and four inches in length) shall be evenly spread over the area no more than 4 inches at least 50 feet from structures. This can be used to maintain soil moisture and prevent grass and weed encroachments within the treated areas. Regular maintenance, vegetation pruning, and continued irrigation are most important in this Zone.
- m. Firewood or other combustible materials will not be stored in unenclosed spaces beneath buildings or structures, or on decks or under eaves, canopies or other projections or overhangs. Storage may occur in the defensible space located a minimum of 20 feet from structures and separated from the crown of trees by a minimum of 10 feet, measured horizontally.
- n. Certain ornamental plants shall not be planted or allowed to become established within the zone unless otherwise noted in the recommended Plant List in Appendix A of the FPP or as approved by the Fire Marshal.
- o. As the native vegetation cover in Zone 1 is reduced, there is a very high probability that the openings will be dominated with non-native weed or grass species. Therefore, all grasses and weeds are to be mowed or weed-whipped to a 4-inch stubble height by June 1st of each year or when the fuels become cured, whichever occurs first. Any vegetation biomass (debris and trimmings) produced by thinning and pruning shall be removed from the site or converted to mulch by chipping and evenly distributed to a maximum depth of 4 inches.
- p. Plants in this zone will not include any pyrophytes that are high in oils and resins, such as: pines, eucalyptus, cedar, and juniper species. Trees must be planted so that when they reach maturity their branches are at least 10-feet away from any structure. Refer to Appendix B of the FPP for a list of undesirable plantings.
- q. Thick succulent or leathery leaf plant species are the most fire resistant, while paper-thin leaves and small twiggy branches are the least fire resistant.

- r. If water for irrigation is limited, use more of the available water in Zone 1 than In Zone 2. Plants with high moisture content are less likely to burn. Non-flammable patios, walkways, rock, driveways, and gravel can be used to break up fuel continuity within this zone.

DOCUMENTATION: The applicant shall comply with the requirements of the Fire Protection Plan and this condition for the life of this permit. **TIMING:** Upon establishment of the use, the conditions of the Fire Protection Plan shall be complied with for the term of this permit. **MONITORING:** The [PDS, PCC] shall verify that the mitigation measures have been implemented pursuant to the approved building plans and the fire protection plan. The [PDS, Code Enforcement Division] is responsible for enforcement of this permit. The [fire agency] shall be responsible for long-term implementation of fire clearing requirements.

19. **PLN#3–SITE CONFORMANCE**

INTENT: In order to comply with Zoning Ordinance Section 7703, the site shall substantially comply with the approved plot plans and all deviations thereof, specific conditions and approved building plans. **DESCRIPTION OF REQUIREMENT:** The project shall conform to the approved building plans, and plot plan(s). Failure to conform to the approved plot plan(s); is an unlawful use of the land, and will result in enforcement action pursuant to Zoning Ordinance Section 7703. **DOCUMENTATION:** The property owner and permittee shall conform to the approved plot plan. If the permittee or property owner chooses to change the site design in any way, they must obtain approval from the County for a Minor Deviation or a Modification pursuant to the County of San Diego Zoning Ordinance. **TIMING:** Upon establishment of the use, this condition shall apply for the duration of the term of this permit. **MONITORING:** The [PDS, Code Compliance Division] is responsible for enforcement of this permit.

20. **ROADS#7–SIGHT DISTANCE**

INTENT: In order to provide an unobstructed view for safety while exiting the property and accessing a public road from the site, and to comply with the Design Standards of Section 6.1.(E) of the County of San Diego Public Road Standards, an unobstructed sight distance shall be maintained for the life of this permit. **DESCRIPTION OF REQUIREMENT:**

- a. There shall be a minimum unobstructed sight distance of ___ feet in both directions along **Valley Center Road (SF 639)** from the project driveway openings for the life of this permit.
- b. There shall be a minimum unobstructed sight distance of ___ feet in both directions along **Miller Road** from the southernmost driveway openings for the life of this permit.

DOCUMENTATION: A minimum unobstructed sight shall be maintained. The sight distance of adjacent driveways and street openings shall not be adversely affected by this project at any time. **TIMING:** Upon establishment of the use, this condition shall apply

for the duration of the term of this permit. **MONITORING:** The [*PDS, Code Compliance Division*] is responsible for compliance of this permit.

21. STRMWTR#2–SELF-VERIFICATION OPERATION AND MAINTENANCE LETTER

INTENT: In order to promote orderly development and to comply with the County Watershed Protection Ordinance (WPO) No.10410, County Code Section 67.801 et. seq., an operation and maintenance verification form for each Structural BMPs shall be completed. **DESCRIPTION OF REQUIREMENT:** Every year the property owner shall receive from the County a BMP Verification Form to be completed for each privately owned Structural BMP. **DOCUMENTATION:** Every year the property owner shall file with the County the completed Structural BMP Verification Form stating the maintenance performed during the reporting period for each privately owned Structural BMP with [*DPW, WPP*]. **TIMING:** Upon establishment of the use, this condition shall apply for the duration of the term of this permit. **MONITORING:** The [*DPW, WPP*] is responsible for compliance of this permit.

EXPLANATION OF COUNTY DEPARTMENT AND DIVISION ACRONYMS			
Planning & Development Services (PDS)			
Project Planning Division	PPD	Land Development Project Review Teams	LDR
Permit Compliance Coordinator	PCC	Project Manager	PM
Building Plan Process Review	BPPR	Plan Checker	PC
Building Division	BD	Map Checker	MC
Building Inspector	BI	Landscape Architect	LA
Zoning Counter	ZO		
Department of Public Works (DPW)			
Private Development Construction Inspection	PDCI	Environmental Services Unit Division	ESU
Department of Environmental Health (DEH)			
Land and Water Quality Division	LWQ	Local Enforcement Agency	LEA
Vector Control	VCT	Hazmat Division	HMD
Department of Parks and Recreation (DPR)			
Trails Coordinator	TC	Group Program Manager	GPM
Parks Planner	PP		
Department of General Service (DGS)			
Real Property Division	RP		

ADOPTION STATEMENT: This Negative Declaration was adopted and above California Environmental Quality Act findings made by the:

on _____

Michael Johnson, Group Program Manager
Project Planning Division



County of San Diego

DAHVIA LYNCH
DIRECTOR

PLANNING & DEVELOPMENT SERVICES
5510 OVERLAND AVENUE, SUITE 310, SAN DIEGO, CA 92123
(858) 505-6445 General • (858) 694-2705 Codes
(858) 565-5920 Building Services
www.SDCPDS.org

VINCE NICOLETTI
ASSISTANT DIRECTOR

March 7, 2024

CEQA Initial Study - Environmental Checklist Form (Based on the State CEQA Guidelines, Appendix G)

1. Title: 6 Carat Carwash Major Use Permit
Project Number(s): PDS2022-MUP-22-003
2. Lead agency name and address:
County of San Diego, Planning & Development Services (PDS)
5510 Overland Avenue, Suite 310
San Diego, CA 92123-1239
3. a. Contact: Daniella Hofreiter, Project Manager
b. Phone number: (619) 629-4431
c. E-mail: DaniellaT.Hofreiter@sdcounty.ca.gov
4. Project location:
28874 Valley Center Road, Valley Center, Valley Center Community Planning Area,
County of San Diego, CA 92082
Thomas Guide Coordinates: N/A
APN 188-231-36
5. Project Applicant name and address:
David Carattini
270 North El Camino Real #523
Encinitas, CA 92024
6. General Plan
Community Plan: Valley Center
Land Use Designation: General Commercial (C-1)
Density: N/A
Floor Area Ratio (FAR) N/A

7. Zoning
- | | |
|--------------------------|--------------------------------------------------|
| Use Regulation: | Office-Professional/General Commercial (C30/C36) |
| Minimum Lot Size: | N/A |
| Special Area Regulation: | N/A |

8. Description of project:

The project consists of a Major Use Permit to construct a 3,300-square-foot (sf) express carwash facility with an automatic carwash tunnel and vacuum stations in the Valley Center Community Planning Area within unincorporated San Diego County. Specifically, the proposed project site is located at 28874 Valley Center Road (APN 188-231-36), northwest of the intersection of Miller Road and Valley Center Road (Figure 1). The project is part of a previously approved project (Miller Road Development Project), which includes a gas station and convenience store, and previously included a fast-food restaurant where the carwash building is now proposed. The carwash structure would be enclosed and located immediately north of the previously approved convenience store associated with the Miller Road Development Project. Access to the site would be provided by Miller Road, a County maintained road. Zoning for the site is C30/C36 Office-Professional/General Commercial. Pursuant to the Zoning Ordinance Section 1430, Automotive and Equipment Cleaning uses within an C30/C36 zone require a Major Use Permit (MUP). The carwash would be open from 7am to 10pm daily, with expected capacity of five cars per hour. The carwash would be fully automated using reclaimed water. The project would be served by the Valley Center Municipal Water District and fire service by Valley Center Fire Protection District. The majority of the project site is currently graded and paved for the previously approved Miller Road Development Project.

There are currently no structures requiring demolition prior to construction of the project. The site is currently vacant, and grading and paving of the site have already been completed as part of the Miller Road Development Project. Construction of the project and the previously approved gas station and convenience store are conservatively assumed to occur over a period of approximately 24 weeks. Given that grading and paving is already complete at the project site, construction of the proposed carwash would occur over a much shorter time period. The project does not propose any off-site improvements. The proposed project site is within the North County Plan area of the County's Multiple Species Conservation Program (MSCP). Projects that occur within this planning area must comply with the County's Biological Mitigation Ordinance (BMO) and be consistent with the County's Guidelines for Determining Significance for Biological Resources (County of San Diego 2010).

9. Surrounding land uses and setting:

The project site is located in the Valley Center Community Plan area. The community of Valley Center is characterized by its unique topographic features, agricultural activities and predominance of estate residential development. The project site is designated Office-Professional (C30/C36) by the Zoning Ordinance, and Commercial, Office, Mixed Use by the General Plan, which allow for administrative and professional offices, retail sales and services, and other limited commercial uses. Surrounding properties to the

north and east are also zoned Office-Professional (C30). The properties to the northwest and southwest (across Miller Road) are zoned Rural Residential (RR) and Rural Commercial (C40), respectively. The property to the south (across Valley Center Road) is zoned General Commercial (C36). Development surrounding the project site consists of commercial and office, low-density residential uses, agriculture, and undeveloped lands. The project site abuts a County-maintained road, Valley Center Road, to the south.

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

<u>Permit Type/Action</u>	<u>Agency</u>
General Construction Storm Water Permit	RWQCB
Waste Discharge Requirements Permit	RWQCB
Stormwater Pollution Prevention Plan	RWQCB
Fire District Approval	Valley Center Fire Protection District

Note: RWQCB = Regional Water Quality Control Board

- 11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code §21080.3.1? If so, is there a plan that includes consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

YES

NO

Note: Conducting consultation early in the CEQA process allows tribal governments, public lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and to reduce the potential for delay and conflict in the environmental review process (see Public Resources Code §21080.3.2). Information is also available from the Native American Heritage Commission’s Sacred Lands File per Public Resources Code §5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code §21082.3(e) contains provisions specific to confidentiality.

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

- Aesthetics
- Biological Resources
- Geology & Soils
- Agriculture and Forestry Resources
- Cultural Resources
- Greenhouse Gas Emissions
- Air Quality
- Energy
- Hazards & Haz. Materials

Hydrology & Water
Quality

Noise

Recreation

Utilities & Service
Systems

Land Use & Planning

Population & Housing

Transportation

Wildfire

Mineral Resources

Public Services

Tribal Cultural

Resources

Mandatory Findings of
Significance

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

On the basis of this Initial Study, PDS finds that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

On the basis of this Initial Study, PDS finds that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

On the basis of this Initial Study, PDS finds that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Signature

Daniella Hofreiter

Printed Name

March 7, 2024

Date

Planning Manager

Title

INSTRUCTIONS ON EVALUATION OF ENVIRONMENTAL IMPACTS

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

I. AESTHETICS -- Except as provided in Public Resources Code §21099 -- Would the project:

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

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation: A vista is a view from a particular location or composite views along a roadway or trail. Scenic vistas often refer to views of natural lands, but may also be compositions of natural and developed areas, or even entirely of developed and unnatural areas, such as a scenic vista of a rural town and surrounding agricultural lands. What is scenic to one person may not be scenic to another, so the assessment of what constitutes a scenic vista must consider the perceptions of a variety of viewer groups.

The items that can be seen within a vista are visual resources. Adverse impacts to individual visual resources or the addition of structures or developed areas may or may not adversely affect the vista. Determining the level of impact to a scenic vista requires analyzing the changes to the vista as a whole and also to individual visual resources.

Less than Significant Impact: As described in the General Plan Update (GPU) Environmental Impact Report (EIR; County of San Diego 2011), the County contains visual resources affording opportunities for scenic vistas in every community. Resource Conservation Areas (RCAs) are identified within the GPU EIR and are the closest that the County comes to specifically designating scenic vistas. Many public roads in the County currently have views of RCAs or expanses of natural resources that would have the potential to be considered scenic vistas. Numerous public trails are also available throughout the County. New development can often have the potential to obstruct, interrupt, or detract from a scenic vista.

The project includes a 3,300-sf enclosed carwash immediately adjacent to a previously approved gas station and convenience store (Miller Road Development Project) in the unincorporated community of Valley Center. Surrounding land uses consist of semi-rural residential and undeveloped land use types. Additionally, the proposed carwash would be adjacent to the previously approved gas station and convenience store that are currently under construction. The closest RCA to the project site is Lancaster Mountain – Keys Canyon – Lilac Creek (#21 of the Valley Center Community Plan) to the west, with the closest point approximately 0.2 mile away. This RCA is described in the Valley Center Community Plan as a long, narrow area that is mainly important for the riparian and oak woodland habitats that exist in the stream bottom. Lancaster Mountain contains mixed chaparral, wildlife habitat, and is a scenic landmark. Due to the intervening convenience store, gas station, and Valley Center Road, no impacts would occur to the Lancaster Mountain – Keys Canyon – Lilac Creek RCA. Therefore, the project would have a less than significant effect on a scenic vista.

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

- Potentially Significant Impact
- Less than Significant Impact

- Less Than Significant With Mitigation Incorporated
- No Impact

Discussion/Explanation: State scenic highways refer to those highways that are officially designated by the California Department of Transportation (Caltrans) as scenic (Caltrans - California Scenic Highway Program). Generally, the area defined within a state scenic highway is the land adjacent to and visible from the vehicular right-of-way. The dimension of a scenic highway is usually identified using a motorist’s line of vision, but a reasonable boundary is selected when the view extends to the distant horizon. The scenic highway corridor extends to the visual limits of the landscape abutting the scenic highway.

According to the Valle De Oro Community Plan, Interstate 15 is the only scenic highway corridor in this community planning area.

Less than Significant Impact: The project site is not located near or visible within the composite viewshed of a State scenic highway and will not damage or remove visual resources within a State Scenic highway. The closest State-designated Scenic Highway, SR-74, is approximately 35 miles northeast of the project site. Additionally, SR-76, approximately 5.5 miles northeast, is listed as eligible for designation as a State Scenic Highway. The County has also identified roadways in the Conservation Element of the General Plan that are considered County Scenic Corridors. The nearest County Scenic Corridor to the project site is Valley Center Road, which fronts the shopping plaza in which the carwash is located. However, given the position of the proposed carwash behind (immediately north) of the previously approved gas station and convenience store, these structures would intervene views of the carwash from Valley Center Road. As such, the project site is not visible within the composite viewshed of a County Scenic Corridor and will not damage or remove visual resources within a County Scenic Corridor. Therefore, the project would not substantially damage scenic resources within a State Scenic highway or County Scenic Corridor.

- c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

Discussion/Explanation: Visual character is the objective composition of the visible landscape within a viewshed. Visual character is based on the organization of the pattern elements line, form, color, and texture. Visual character is commonly discussed in terms of dominance, scale, diversity, and continuity. Visual quality is the viewer’s perception of the visual environment and varies based on exposure, sensitivity, and expectation of the viewers.

Less than Significant Impact: The Valley Center Community Plan describes Valley Center’s community character as a rural and natural community with a rural residential pattern of

development and scattered agricultural uses located on the periphery of an urbanizing San Diego County.

The project site is located in a semi-urbanized area but has been previously disturbed and is surrounded by single-family residences and undeveloped lands. The project includes construction of a 3,300-sf enclosed carwash immediately adjacent to a previously approved gas station and convenience store. Given the proposed carwash would be associated with the previously approved Miller Road Development Project, the project would be consistent with the adjacent uses. Therefore, the project would not substantially degrade the existing visual character or quality of public views.

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

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

Discussion/Explanation:

Less than Significant Impact: The project is located within Zone A as identified by the San Diego County Light Pollution Code. Zone A is an area that is within 15 miles from the Mount Palomar or Mount Laguna observatory. The project includes a 3,300-sf enclosed carwash immediately adjacent to a previously approved gas station and convenience store. No outdoor lighting is proposed associated with the proposed carwash. Therefore, the project would not adversely affect nighttime views or astronomical observations because the project would conform to the County’s Light Pollution Code (Section 51.201-51.209). The project would not create a significant new source of substantial light or glare, which would adversely affect daytime or nighttime views in the area.

II. AGRICULTURE AND FORESTRY RESOURCES -- Would the project:

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

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

No Impact: The project site is not designated by the Farmland Mapping and Monitoring Program (FMMP) as Prime Farmland, Unique Farmland, or Farmland of Statewide or local Importance. Therefore, the project would not convert an important farmland category designated by the FMMP to a non-agricultural use. Pursuant to the County’s Guidelines for Determining Significance for Agricultural Resources (Agricultural Guidelines), if a site is not an active agricultural operation, has not historically been used for agriculture, and is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide or local Importance, these lands should not be considered agricultural resources. Therefore, according to the Agricultural Guidelines, the project site is not considered an agricultural resource.

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

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

No Impact: The project site and adjacent areas are zoned Office-Professional/General Commercial (C30/C36). The C30 and C36 land use allows for retail, automotive, medical, and food and beverage services. As described above in response II. Agriculture and Forestry Resources, a), while the project site is not considered an agricultural resource. In addition, the project site is not located within or within the vicinity of a Williamson Act Contract or agricultural preserve. The closest Williamson Act Contract or agricultural preserve to the project site is located approximately 1.95 miles west across Lilac Road. According to the Agricultural Guidelines, interface conflicts usually only occur within 300 feet. Therefore, the project would not conflict with the existing zoning for agricultural use, or a Williamson Act Contract.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code §12220(g)), or timberland (as defined by Public Resources Code §4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

- Potentially Significant Impact
- Less than Significant Impact

- Less Than Significant With Mitigation Incorporated
- No Impact

Discussion/Explanation:

No Impact: The project site does not contain forest land or timberland. The County of San Diego does not have any existing Timberland Production Zones. In addition, the project would be consistent with existing zoning with a MUP, and a rezone of the property is not proposed. Therefore, project implementation would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland production zones.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

Discussion/Explanation:

No Impact: The project site do not contain any forest lands as defined in Public Resources Code §12220(g); therefore, project implementation would not result in the loss or conversion of forest land to a non-forest use.

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

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

Discussion/Explanation:

Less than Significant Impact: As described above in Section II(a), the project has been determined to not meet the definition of an agricultural resource pursuant to the Agricultural Guidelines. In addition, the project is not under a Williamson Act Contract or agricultural preserve, nor is the project site located within the vicinity of a Williamson Act Contract or an Agricultural Preserve. Therefore, the project would not have significant adverse impacts related to the conversion of Important Farmland or other agricultural resource to a non-agricultural use. In addition, as described above in Section II(c) and (d), the project would not result in the loss of forest land or conversion of forest land to non-forest use.

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

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

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

Discussion/Explanation: An Air Quality Report was prepared for the project and Miller Road Development Project by BlueScape Environmental dated March 17, 2023. The following responses have incorporated the analysis from the report.

Less Than Significant Impact: There are currently no structures requiring demolition prior to construction of the project and grading of the site has already been completed as part of the previously approved Miller Road Development Project. Therefore, no demolition or grading would occur as part of the project. The project would produce emissions during construction of the proposed carwash building. The project would produce any additional emissions associated with operation of the carwash, as described further in Section III(b).

The RAQS rely on population and projected growth in the County and project future mobile, area, and all other source emissions. Based on these emissions, the RAQS determine the strategies necessary for the reduction of stationary source emissions through regulatory controls. Mobile source emission projections and growth projections are based on population and vehicle trends and land use plans developed by the cities and the County. As such, projects that propose development consistent with the growth anticipated by the General Plan would be considered consistent with the RAQS. The project is consistent with the General Plan and the land use designations. The existing land use designation is Commercial/Retail, and the project's local retail, grocery, and car wash uses are consistent with such a designation. The project provides local retail uses within the Valley Center area. The project is consistent with the intended use of the site and, therefore, consistent with the regional growth projections by the San Diego Association of Governments (SANDAG) and those used in the development of the RAQS and SIP. As part of its attainment planning process, the San Diego Air Pollution Control District proposes and adopts Rules and Regulations to control air pollutants to demonstrate further progress toward attainment as part of the RAQS and SIP. The project also will comply with any applicable rules and regulations that have been adopted as part of the RAQS and SIP by the San Diego Air Pollution Control District. Therefore, the project would not conflict with or obstruct the implementation of the RAQS or the SIP, and impacts would be less than significant.

b) 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?

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

Discussion/Explanation: The San Diego Air Pollution Control Distract (APCD) does not provide quantitative thresholds for determining the significance of construction or mobile source-related

impacts. However, the APCD does specify Air Quality Impact Analysis (AQIA) trigger levels for new or modified stationary sources (APCD Rules 20.2 and 20.3). If these incremental levels for stationary sources are exceeded, an AQIA must be performed for the proposed new or modified source. Although these trigger levels do not generally apply to mobile sources or general land development projects, for comparative purposes these levels may be used to evaluate the increased emissions which would be discharged to the San Diego Air Basin from proposed land development projects. For projects whose stationary-source emissions are below these criteria, no AQIA is typically required, and project level emissions are presumed to be less than significant.

For CEQA purposes, these SLTs can be used to demonstrate that a project’s total emissions would not result in a significant impact to air quality. The daily SLTs are most appropriately used for the standard construction and operational emissions. When project emissions have the potential to approach or exceed the SLTs listed below in Table 1, additional air quality modeling may need to be prepared to demonstrate that ground level concentrations resulting from project emissions (with background levels) will be below National and California Ambient Air Quality Standard (NAAQS and CAAQS, respectively).

APCD Rules 20.2 and 20.3 do not have AQIA thresholds for emissions of volatile organic compounds (VOCs) and PM_{2.5}. The use of the screening level for VOCs specified by the South Coast Air Quality Management District (SCAQMD), which generally has stricter emissions thresholds than San Diego’s APCD, is recommended for evaluating projects in San Diego County. For PM_{2.5}, the EPA “Proposed Rule to Implement the Fine Particle National Ambient Air Quality Standards” published September 8, 2005, which quantifies significant emissions as 10 tons per year, will be used as the screening-level criteria as shown in Table 1 below:

Table 1. San Diego County Screening-Level Thresholds for Air Quality Impact Analysis

Pollutant	Total Emissions		
	Lbs. per Hour	Lbs. per Day	Tons per Year
Respirable Particulate Matter (PM ₁₀)	---	100	15
Fine Particulate Matter (PM _{2.5})	--- *	55	10*
Nitrogen Oxides (NO _x)	25	250	40
Sulfur Oxides (SO _x)	25	250	40
Carbon Monoxide (CO)	100	550	100
Lead	---	3.2	0.6
Volatile Organic Compounds (VOCs)	---	75**	13.7***

Notes: * EPA “Proposed Rule to Implement the Fine Particle National Ambient Air Quality Standards” published September 8, 2005. Also used by the SCAQMD.

** Threshold for VOCs based on the threshold of significance for VOCs from the SCAQMD for the Coachella Valley.

*** 13.7 Tons Per Year threshold based on 75 lbs/day multiplied by 365 days/year and divided by 2,000 lbs/ton.

Less Than Significant Impact: Currently, San Diego County is in “non-attainment” status for the NAAQS and CAAQS federal and state Ozone (O₃) and state Particulate Matter less than or equal to 10 microns and less than or equal to 2.5 microns (PM₁₀ and PM_{2.5}). O₃ is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO_x) react in the presence of sunlight. VOC sources include any source that burns fuels (e.g., gasoline, natural gas, wood, oil);

solvents; petroleum processing and storage; and pesticides. Sources of PM₁₀ in both urban and rural areas include the following: motor vehicles, wood burning stoves and fireplaces, dust from construction, landfills, agriculture, wildfires, brush/waste burning, and industrial sources of windblown dust from open lands.

The project would contribute to construction and operational sources of criteria pollutant air emissions. An analysis of estimated construction emissions from project grading was completed using SCAQMD’s California Emissions Estimator Model (CalEEMod). The construction schedule is based on default construction schedules included in CalEEMod. Although all necessary demolition, grading, and site preparation has already been completed per the previously approved project, these phases are still included to be conservative. In addition, the Air Quality Report conservatively estimated emissions from the entire Miller Road Development Project, including the previously approved gas station and convenience store as well as the proposed carwash. Additionally, CalEEMod grading operations associated with the project would be subject to the County of San Diego Grading Ordinance and the San Diego Air Pollution Control District (SDAPCD) Rule 55, which requires the implementation of dust control measures (e.g., watering, application of surfactants, control of vehicle speeds, etc.) during grading activities. In addition, the project would utilize low-VOC coatings in accordance with SDAPCD Rule 67.0.1 requirements. As shown in Table 2 below, project-related air emissions are not anticipated to reach screening-level thresholds identified in Table 1 as established by the SDAPCD. Therefore, the project would not result in substantial emissions such that any criteria pollutant air quality standard would be violated. Therefore, construction of the project would not result in a cumulatively considerable net increase of any criteria pollutant; impacts would be less than significant.

Table 2. Estimated Construction-Related Air Emissions

Pollutant	Project Emissions (Lbs. per Day)	Screening-Level Thresholds (Lbs. per Day)	Above Threshold?
Respirable Particulate Matter (PM ₁₀)	2.66	100	No
Fine Particulate Matter (PM _{2.5})	1.50	55	No
Nitrogen Oxides (NO _x)	12.0	250	No
Sulfur Oxides (SO _x)	0.01	250	No
Carbon Monoxide (CO)	7.7	550	No
Volatile Organic Compounds (VOCs)	7.2	75	No

Note: CalEEMod does not report on lead emissions and therefore, it is not included in this analysis.

The main operational impacts associated with the Project would include impacts associated with traffic; additional emissions would be associated with area sources, such as consumer product usage; landscaping; and maintenance (e.g., architectural coating). Emissions are attributable to the following sources:

- Vehicles from trips generated by the Project. Trip generation rates for the previously approved Miller Road Development Project and the proposed project were obtained from the Traffic Impact Study (Darnell 2022). Because trip generation rates for the convenience market and car wash were combined in the traffic study, the total trip rates entered into

CalEEMod were assigned to the convenience market land use, with no trip rates assigned to the car wash.

- Architectural coatings application for maintenance purposes.
- Consumer products use.
- Landscaping equipment use.
- Energy use – natural gas.

Project operational emissions for the first year of operations (2023) were estimated using CalEEMod. Trip distances are based on the CalEEMod Model for a rural land use for conservative purposes.

Table 3. Estimated Operational Air Emissions (2023)

Pollutant	Project Emissions (Lbs. per Day)	Screening-Level Thresholds (Lbs. per Day)	Above Threshold?
Respirable Particulate Matter (PM ₁₀)	1.39	100	No
Fine Particulate Matter (PM _{2.5})	0.38	55	No
Nitrogen Oxides (NO _x)	1.44	250	No
Sulfur Oxides (SO _x)	0.01	250	No
Carbon Monoxide (CO)	12.1	550	No
Volatile Organic Compounds (VOCs)	2.39	75	No

Note: CalEEMod does not report on lead emissions and therefore, it is not included in this analysis.

Emissions associated with the proposed project remain below the County’s screening-level thresholds for all pollutants. Because vehicular emissions decrease over time with phase-out of older vehicles and implementation of increasingly stringent emission controls, future emissions would decrease. Therefore, project operation would not result in a cumulatively considerable net increase of any criteria pollutant; impacts would be less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations?

- Potentially Significant Impact Less than Significant Impact
 Less Than Significant With Mitigation No Impact
 Incorporated

Discussion/Explanation:

Less than Significant Impact: Air quality regulators typically define sensitive receptors as schools (Preschool-12th Grade), hospitals, resident care facilities, or day-care centers, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality. The County of San Diego also considers residences as sensitive receptors since they house children and the elderly. The nearest sensitive receptor is a residence located approximately 270 feet to the northwest of the project site.

Elevated CO levels can occur at or near intersections that experience severe traffic congestion. A localized air quality impact is considered significant if the additional CO emissions resulting from the project create a “hotspot” where the California 1-hour standard of 20.0 ppm or the 8-

hour standard of 9 ppm is exceeded. This can occur at severely congested intersections during cold winter temperatures. Screening for elevated CO levels is recommended for severely congested intersections experiencing levels of service (LOS) E or F with project traffic where a significant project traffic impact may occur. Specifically, project-related traffic that would worsen the LOS at intersections operating at LOS E or F, would be subject to a detailed evaluation. If not, no further review is necessary. The traffic study prepared by Darnell & Associates, Inc. most recently revised on March 22, 2022, did not address LOS designations for nearby intersections, but it compared project-related traffic volumes with traffic volumes from the previously approved Miller Road Development Project and found that the proposed project would generate fewer trips per day than the previously approved project. Because of this, the LOS designation for nearby intersections with the proposed project would be an improvement over the previously approved project; an LOS evaluation is therefore not required for the proposed project. Thus, the project would not result in a CO "hotspot" due to its trip generation.

The proposed project does not propose specific stationary sources that would generate toxic air contaminants (TACs) that are not commonly associated with carwash development projects. If stationary sources with the potential to emit TACs were to be included as part of the project, or at a later date, those sources would be subject to SDAPCD Rule 1200, and would be subject to New Source Review requirements.

Due to the short-term construction duration, the limited construction emissions, and the industrial land uses surrounding the project site, there is very low potential for fugitive dust or diesel particulate matter (DPM) to impact sensitive receptors during construction. The total project construction DPM emissions are not of a magnitude and duration that could create significant air toxic risks to the nearest receptors during construction. In addition, the project would be required to comply with the County Grading Ordinance and SDAPCD Rule 55, which would reduce potential emissions of fugitive dust. Grading emissions would be temporary and would not expose sensitive receptors to harmful concentrations of air pollutants. Compliance with the SDAPCD rules and regulations would reduce the fugitive dust emissions during project construction and associated impacts to sensitive receptors. The proposed project's operating emissions would be even less than the previously approved project's operating emissions and would not have the potential to impact sensitive receptors. Therefore, the proposed project's construction and operation air pollutant emissions would not expose sensitive receptors to substantial pollutant concentrations and would result in a less than significant impact.

Vehicular traffic may result in emissions of TACs other than DPM. Minor amounts of TACs are found in light-duty vehicle exhaust; however, the main source of on-road TACs is from diesel-powered heavy-duty trucks. Because the previously approved Miller Road Development Project's operational emissions are higher than the operational emissions of the gas station, convenience store, and proposed project, no increased risks to surrounding sensitive receptors would be anticipated from the proposed project operations. Therefore, the project would not propose uses or activities that would result in exposure of identified sensitive receptors to substantial pollutant concentrations and impacts would be less than significant.

- d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

Discussion/Explanation:

Less than Significant Impact: According to the San Diego County Guidelines for Determining Significance for Air Quality, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. Project construction could result in minor amounts of odor compounds associated with diesel heavy equipment exhaust during construction and vehicle traffic idling or emissions during operations. Because the construction equipment would be operating at various locations throughout the construction site, and because any operation that would occur in the vicinity of existing receptors would be temporary, impacts associated with odors during construction are therefore not considered significant.

During construction, diesel equipment operating at the site may generate some nuisance odors; however, due to the distance of sensitive receptors to the project site and the temporary nature of construction, odors associated with project construction would be less than not be significant. The project is not considered a source of objectionable odors from operations. Therefore, impacts would be less than significant.

IV. BIOLOGICAL RESOURCES -- Would the project:

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

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

Discussion/Explanation: A Biological Resources Report was prepared for the previously approved Miller Road Development Project by Vince Scheidt, Biological Consultant, dated September 25, 2007. The following responses have incorporated the analysis from the report.

Less than Significant with Mitigation Incorporated: Based on an analysis of the County's Geographic Information System (GIS) records and the Biological Resources Report prepared by Vince Scheidt, it has been determined that the majority of the project site has been historically disturbed. The site has been used as a borrow/rock quarry site during construction of various local roads and has served as a staging area for local construction and stockpiling of materials. A portion of the project site included coastal sage chaparral scrub. Grading and paving completed for the previously approved Miller Road Development Project have disturbed and removed 1.9 acres of coastal sage chaparral scrub habitat from the project site. As such, the previous project included offsite compensatory mitigation at a 1:1 ratio for all impacts to coastal sage chaparral scrub habitat. No special status plant or animal species were observed on the

site and none are likely to occur given the disturbed nature of the project site and surrounding areas. Given that the project site has been graded and paved as part of the previously approved project, the proposed project would not result in impacts to habitat or special status species onsite. The project would also be conducted in compliance with the Migratory Bird Treaty Act (MBTA), which would require nesting surveys of vegetated areas adjacent to the site and other provisions if construction work must be conducted during the nesting season (January 15 to August 31) (MM BIO-1). Therefore, the impact is less than significant with mitigation incorporated.

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

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

No Impact: Based on an analysis of the County’s GIS records and a Biological Resource Letter Report prepared by Vince Scheidt, Biological Consultant, dated September 25, 2007, the project site previously contained coastal sage chaparral scrub habitat within the project boundaries. Grading and paving completed for the previously approved Miller Road Development Project have disturbed and removed 1.9 acres of coastal sage chaparral scrub habitat from the project site. As such, the previous project included offsite compensatory mitigation at a 1:1 ratio for all impacts to coastal sage chaparral scrub habitat. No drainage features or indicators of wetlands or “waters” were observed onsite. Given that the project site has been graded and paved as part of the previously approved project, the proposed project would not result in impacts to any riparian habitat or sensitive natural community. Therefore, the project would result in no impacts to any riparian habitat or sensitive natural community identified in the County of San Diego Multiple Species Conservation Program, County of San Diego Resource Protection Ordinance, Natural Community Conservation Plan, Fish and Wildlife Code, Endangered Species Act, Clean Water Act, or any other local or regional plans, policies, or regulations.

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?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

No Impact: Based on an analysis of the County’s GIS records and a Biological Resource Letter Report prepared by Vince Scheidt, Biological Consultant, dated September 25, 2007, it has been determined that the proposed project site does not contain any wetlands as defined by Section

404 of the Clean Water Act, including, but not limited to, marsh, vernal pool, stream, lake, river or water of the U.S., that could potentially be impacted through direct removal, filling, hydrological interruption, diversion or obstruction by the proposed development. Therefore, no impacts will occur to wetlands defined by Section 404 of the Clean Water Act and under the jurisdiction of the Army Corps of Engineers.

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?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

Less than Significant Impact: Based on an analysis of the County’s GIS records and a Biological Resource Letter Report prepared by Vince Scheidt, Biological Consultant, dated September 25, 2007, it has been determined that due to historical disturbance, the site had limited regional biological value prior to grading and paving for the previously approved Miller Road Development Project. As the project site is currently paved and there are no drainages onsite, it likely presents no biological value for wildlife movement. In addition, the areas north and south of the project site are undeveloped and provide more suitable cover for wildlife movement to surrounding natural canyons and Lilac Creek. As such, the proposed project would not be expected to impede the movement of any native resident or migratory fish or wildlife species, the use of an established native resident or migratory wildlife corridors, and the use of native wildlife nursery sites. Therefore, impacts are less than significant.

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

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

Less Than Significant Impact: Refer to the attached Ordinance Compliance Checklist dated March 7, 2024 and Biological Resources Report dated September 25, 2007 for further information on consistency with any adopted Habitat Conservation Plan, Natural Communities Conservation Plan, other approved local, regional or state habitat conservation plan, including, Habitat Management Plans (HMP), Special Area Management Plans (SAMP), or any other local policies or ordinances that protect biological resources including the Multiple Species Conservation Program (MSCP), Biological Mitigation Ordinance, Resource Protection Ordinance (RPO), Habitat Loss Permit (HLP). As described therein, the proposed project would

be conducted in compliance with all local, regional, state, and federal policies and regulations related to biological resources. Therefore, impacts would be less than significant.

Mitigation Measures

BIO-1 To avoid the direct loss of nest(s) protected under the MBTA a pre-construction nesting survey of vegetated areas adjacent to the site will be required. If project brushing, clearing, grubbing, grading, or other construction activities are proposed with during the migratory bird breeding season (February 1 through August 31), a qualified County-approved biologist shall conduct a pre-construction bird and raptor survey no more than three days prior to the scheduled operations to determine the presence/absence of nesting raptors and/or other migratory birds to ensure that active nests are not impacted. If an active nest is identified, a buffer would be established between the construction activities and the nest so that nesting activities are not interrupted. The buffer should be a minimum of 300 feet for migratory bird species and 500 feet for raptor species, be delineated by temporary fencing, and remain in effect as long as construction is occurring or until the nest is no longer active. No project construction would be allowed to occur within the fenced zone until the young have fledged and would not be impacted by the project.

V. CULTURAL RESOURCES -- Would the project:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to 15064.5?

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

Discussion/Explanation: A Cultural Resources Report was prepared for the previously approved Miller Road Development Project by Tierra Environmental Services, dated October 2008. The following responses have incorporated the analysis from the report.

No Impact: As part of the Cultural Resources Report prepared for the previously approved Miller Road Development Project, a records search and survey of the property were conducted. The records search and survey found no historical resources previously recorded within the 6.5 project area for the Miller Road Development Project, which encompasses the project site. Therefore, the project would not result in impacts to historical resources.

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

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

Discussion/Explanation:

Less Than Significant Impact: The County of San Diego archaeology resource files, historic records, maps, and aerial photographs, as well as the database from the South Coastal Information Center have been reviewed and evaluated and it has been determined that the project site has been surveyed and cultural resources were present within the project site; however, they were mitigated as part of the previously approved permit (PDS2008-3500-08-013 (STP)). The results of the survey are provided in an archaeological survey report entitled, Cultural Resources Report - Valley Center View Properties, Miller Road, Valley Center (2008) prepared by Patrick McGinnis. As a result of AB-52 Native American consultation, tribal monitoring will be required because the area has been identified as sensitive. With implementation of the monitoring program, impacts would be reduced to less than significant.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

No Impact: Based on an analysis of records and a survey of the property by a County of San Diego approved archaeologist, Patrick McGinnis, it has been determined that the project will not disturb any human remains because the project site does not include a formal cemetery or any archaeological resources that might contain interred human remains. The results of the survey are provided in an archaeological survey report entitled, Cultural Resources Report - Valley Center View Properties, Miller Road, Valley Center (2008) prepared by Patrick McGinnis.

VI. ENERGY -- Would the project:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

Less than Significant Impact: The project includes construction of a 3,300-sf enclosed carwash immediately adjacent to a previously approved gas station and convenience store. The project would result in the use of energy resources during the construction phase. During construction, the project would require the use of heavy construction equipment that would be fueled by gas and diesel. However, the energy use would be temporary, limited, and cease upon completion of construction activities and no offsite import or export of soil material is required. Construction would be conducted in compliance with local, state, and federal regulations (e.g., United States Environmental Protection Agency [USEPA] and the California Air Resources

Board [CARB] engine emission standards, which require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption, and limitations on engine idling times, etc.). Compliance with these regulations would minimize short-term energy demand during the project’s grading to the extent feasible. In addition, all new construction would be required to comply with the energy code in effect at the time of construction, which ensures efficient building construction. Additional measures such as efficient water usage and efficient outdoor lighting would be employed by the project. GHG emissions associated with electricity use would be eliminated as California decarbonizes the electrical generation infrastructure as committed to by 2045 through SB 100, the 100 percent Clean Energy Act of 2018. Therefore, the project would contribute its “fair share” of what is required to achieve carbon neutrality of buildings by 2045. As such, the construction and operation of the project is not expected to result in the wasteful or inefficient use of energy, and impacts would be less than significant.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

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

Discussion/Explanation:

Less than Significant Impact: Relevant plans that pertain to the efficient use of energy include the 2019 California Energy Efficiency Action Plan, which focuses on energy efficiency. As noted, construction activities would be conducted in compliance with local, state, and federal regulations (e.g., USEPA and CARB engine emissions standards, limitations on engine idling times, etc.). Compliance with these regulations would reduce short-term energy demand during the project’s grading to the extent feasible and increase the project’s energy efficiency. As described above, the project would employ measures such as efficient water usage and efficient outdoor lighting in accordance with SB 100. Therefore, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Project impacts would be less than significant.

VII. GEOLOGY AND SOILS -- Would the project:

- a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
- i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

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

Discussion/Explanation: A Preliminary Geotechnical Evaluation was prepared for the previously approved Miller Road Development Project by GeoSoils, Inc., dated February 27, 2009. The following responses have incorporated the analysis from the report.

Less than Significant Impact: The project site is not located in a fault rupture hazard zone identified by the Alquist-Priolo Earthquake Fault Zoning Act, Special Publication 42, Revised 2007, Fault-Rupture Hazards Zones in California, or located within any other area with substantial evidence of a known fault. The nearest active fault to the site is the Elsinore fault zone located approximately 7.5 miles north of the site. To ensure the structural integrity of the slope, the Miller Road Development Project included grading and site preparation in accordance with recommendations in the Preliminary Geotechnical Evaluation, including removal of the undocumented fill or loose colluvium exposed within the grading limits and replaced by compacted fill in layers. All earthwork was verified in the field by County Engineers and a licensed or registered civil engineer in the State of California. Therefore, the potential for surface fault rupture at the project site to potentially cause a substantial adverse effect is considered to be low, and impacts would be less than significant.

ii. Strong seismic ground shaking?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

Less than Significant Impact: The project includes construction of a 3,300-sf fully automated, enclosed carwash. To ensure the structural integrity of the site slopes, a Grading Plan and a Preliminary Geotechnical Evaluation were prepared by a registered Civil Engineer and reviewed for approval by County Engineers for the Miller Road Development Project, which encompasses the project site. Grading completed for the Miller Road Development Project was required to conform to the grading requirements outlined in the County Grading, Clearing, and Watercourses Ordinance (Grading Ordinance) and be verified in the field by a licensed or registered Civil Engineer and inspected by County Grading Inspectors. Therefore, the Grading Plan and the Geotechnical Evaluation prepared by the registered Civil Engineer and compliance with the Grading Ordinance, ensures the project will not result in a potentially significant impact from the exposure of people or structures to potential adverse effects from strong seismic ground shaking.

iii. Seismic-related ground failure, including liquefaction?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

Less than Significant Impact: Liquefaction typically occurs when a site is located in a zone with seismic activity, onsite soils are cohesionless (such as sand or gravel), groundwater is encountered within 50 feet of the surface, and soil relative densities are less than about 70 percent. The project site is located within a "Potential Liquefaction Area" per the County GIS as identified in the County Guidelines for Determining Significance for Geologic Hazards. However, the Preliminary Geotechnical Evaluation prepared for the previously approved Miller Road Development Project indicates that liquefaction potential is low due to the occurrence of dense to very dense, Cretaceous-age granitic bedrock underlying the site at relatively shallow depths. Furthermore, the site preparation completed for the Miller Road Development Project included the removal of the low-density surficial soils previously underlying the site and replacing of these soils with properly compacted fill. Therefore, the potential for liquefaction and its associated adverse effects to impact the project is considered very low. Therefore, there will be a less than significant impact from the exposure of people or structures to adverse effects from a known area susceptible to ground failure, including liquefaction.

iv. Landslides?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

Less than Significant Impact: The project site is not within a "Landslide Susceptibility Area" as identified in the County Guidelines for Determining Significance for Geologic Hazards. Landslide Susceptibility Areas were developed based on landslide risk profiles included in the San Diego County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) (URS 2004). Landslide risk areas from the MJHMP were based on data including steep slopes (greater than 25 percent); soil series data (SANDAG based on U.S. Geologic Survey [USGS] 1970s series); soil-slip susceptibility from USGS; and Landslide Hazard Zone Maps (limited to the western portion of the County) developed by the California Department of Conservation, Division of Mines and Geology (DMG). Also included within Landslide Susceptibility Areas are gabbroic soils on slopes steeper than 15 percent in grade because these soils are slide prone. The Preliminary Geotechnical Evaluation also found no evidence of landslide deposits encountered onsite. Therefore, the project would have a less than significant impact from the exposure of people or structures to potential adverse effects from landslides.

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

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

Less than Significant Impact: Based on the site reconnaissance, subsurface excavations, and review of the Preliminary Geotechnical Evaluation prepared for the previously approved Miller

Road Development Project, the site is mantled by a shallow layer of artificial fill soil underlain by granitic bedrock. The project would not result in substantial soil erosion or the loss of topsoil because grading and paving of the site is complete and no ground disturbance would occur. Construction of the project would include construction of the proposed carwash building and installation of associated equipment. Therefore, the project would not result in substantial soil erosion or the loss of topsoil, and impacts would be less than significant.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in an on- or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

Discussion/Explanation:

Less than Significant Impact: The project includes construction of a 3,300-sf fully automated, enclosed carwash. In order to ensure that project components are adequately supported, a Preliminary Geotechnical Evaluation was prepared for the Miller Road Development Project, which encompasses the project site. The Geotechnical Evaluation determined that no soils supporting the project site are unstable or susceptible to landslide, lateral spreading, subsidence, liquefaction, or collapse. According to the Geotechnical Evaluation, due to dense nature of the granitic bedrock onsite, liquefaction potential is considered "very low." The Geotechnical Evaluation demonstrated that the site would be suitable for development with recommended remedial earthwork (i.e., removal of the undocumented fill or loose colluvium exposed within the grading limits to replace with compacted fill in layers) and compliance with the Grading Ordinance. Therefore, impacts would be less than significant. For further information regarding landslides, liquefaction, and lateral spreading, refer to response VII. Geology and Soils, a), iii) through iv) listed above.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

Discussion/Explanation:

Less than Significant Impact: Lab testing included as part of the Preliminary Geotechnical Evaluation prepared for the previously approved Miller Road Development Project indicate that soils underlying the site are generally very low in expansion potential. Therefore, the project would not create a substantial risk to life or property and impacts would be less than significant.

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

- Potentially Significant Impact
- Less Than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

Discussion/Explanation:

No Impact: The project does not propose any septic tanks or alternative wastewater disposal systems because the project would include a 3,300-sf enclosed carwash. Therefore, the project would have no impact related to the use of septic tanks or alternative wastewater disposal systems.

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

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

Discussion/Explanation: San Diego County has a variety of geologic environments and geologic processes which generally occur in other parts of the state, country, and the world. However, some features stand out as being unique in one way or another within the boundaries of the County.

No Impact: A review of the County’s Paleontological Resources Maps and the Preliminary Geotechnical Evaluation indicates that the project is located entirely on granitic bedrock and has no potential for producing fossil remains. Given that the project site has been graded and paved as part of the Miller Road Development Project, the site does not contain any unique geologic features that have been listed in the County’s Guidelines for Determining Significance for Unique Geology Resources nor does the site support any known geologic characteristics that have the potential to support unique geologic features. No impacts would occur.

VIII. GREENHOUSE GAS EMISSIONS -- Would the project

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

Discussion/Explanation: A Global Climate Change Evaluation was prepared for the project and Miller Road Development Project by BlueScape Environmental dated March 17, 2023. The following responses have incorporated the analysis from the report.

Greenhouse gas (GHG) emissions result in an increase in the earth's average surface temperature commonly referred to as global warming. This rise in global temperature is associated with long-term changes in precipitation, temperature, wind patterns, and other elements of the earth's climate system, known as climate change. These changes are now broadly attributed to GHG emissions, particularly those emissions that result from the human production and use of fossil fuels.

GHGs include carbon dioxide, methane, halocarbons, and nitrous oxide, among others. Human induced GHG emissions are a result of energy production and consumption and personal vehicle use, among other sources.

Climate changes resulting from GHG emissions could produce an array of adverse environmental impacts including water supply shortages, severe drought, increased flooding, sea level rise, air pollution from increased formation of ground level ozone and particulate matter, ecosystem changes, increased wildfire risk, agricultural impacts, and ocean and terrestrial species impacts, among other adverse effects.

It should be noted that an individual project's GHG emissions would generally not result in direct impacts under CEQA, as the climate change issue is global in nature; however, an individual project could be found to contribute to a potentially significant cumulative impact. CEQA Guidelines Section 15130(f) states that an EIR shall analyze GHG emissions resulting from a proposed project when the incremental contribution of those emissions may be cumulatively considerable.

Less than Significant Impact: The project would produce GHG emissions during construction operations from heavy construction equipment, truck traffic, and worker trips. The CalEEMod air quality modeling conducted for the Miller Road Development Project determined that construction of the project along with the approved gas station and convenience store is estimated to generate a total of 62.8 metric tons (MT) of carbon dioxide equivalent (CO_{2e}) during activities, based on the anticipated construction schedule to full buildout.

Operation of the project along with the approved gas station and convenience store is estimated to generate a total of 275 MT CO_{2e}, which represents 280 MT CO_{2e} fewer emissions than the previously approved Miller Road Development Project (including the gas station, convenience store, and fast-food restaurant). The operational emissions represent a minimal amount of GHG emissions comparative to standard construction projects. For example, construction of 50 residences is equated to generate approximately 900 MT CO_{2e}.

Given the project size and nature, the project would not be expected to result in a substantial contribution of GHG emissions to global climate change. Therefore, impacts are less than significant.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Potentially Significant Impact

Less than Significant Impact

Less Than Significant With Mitigation Incorporated No Impact

Discussion/Explanation:

Less than Significant Impact: In June 2005, the Governor of California signed Executive Order (EO) S-3-05. EO S-3-05 established the following statewide goals: GHG emissions should be reduced to 2000 levels by 2010, GHG emissions should be reduced to 1990 levels by 2020, and GHG emissions should be reduced to 80 percent below 1990 levels by 2050.

In 2006, the state passed the Global Warming Solutions Act of 2006, commonly referred to as Assembly Bill (AB) 32, which set the GHG emissions reduction goal for the State of California into law. The law requires that by 2020, state emissions must be reduced to 1990 levels by reducing GHG emissions from significant sources via regulation, market mechanisms, and other actions.

SB 32 (enacted in 2016) set a new statewide GHG reduction target. More specifically, SB 32 codified a 2030 emissions reduction target that requires CARB to ensure that statewide GHG emissions are reduced to 40 percent below 1990 levels by 2030.

EO B-55-18 (September 2018) establishes a new statewide goal “to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter.” This executive order directs CARB to “work with relevant state agencies to ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal.”

SB 375, passed in 2008, links transportation and land use planning with global warming. It requires CARB to set regional targets for the purpose of reducing GHG emissions from passenger vehicles. Under this law, if regions develop integrated land use, housing, and transportation plans that meet SB 375 targets, new projects in these regions can be relieved of certain review requirements under CEQA. SANDAG has prepared a Sustainable Communities Strategy for its Regional Transportation Plan, which are elements of the San Diego Forward: The Regional Plan. The strategy identifies how regional GHG reduction targets, as established by CARB, would be achieved through development patterns, transportation infrastructure investments, and/or transportation measures or policies that are determined to be feasible.

Through its goals, policies, and land use designations, the County’s General Plan aims to reduce Countywide GHG emissions. The project is in accordance with relevant COS (Community Open Space)-14 Sustainable Land Development policies (COS-14.10 Use of low-emission construction vehicles for construction; COS-14.11 Native Vegetation will be replanted with similar genetic vegetative stock at a 3:1 ratio unless otherwise stated). These policies provide direction for individual development projects to reduce GHG emissions and help the County meet its GHG emission reduction targets. Furthermore, the project does not fall within an area where primary opportunities to reduce air quality pollutants and GHG emissions are in effect such as urbanized areas of the County where there are land use patterns that can best support the increased use of transit and pedestrian activities since most GHGs and air pollutants result from mobile source emissions (San Diego County General Plan, Conservation and Open Space Element).

As discussed in Section VIII(a), the project would result in GHG emissions from energy used in the carwash building. The facility would be designed to run on all electric energy sources, without the use of natural gas or propane fuels. The 2022 Scoping Plan calls for all new commercial buildings to have all electric appliances by 2029 (CARB 2022). By designing the project to fully utilize electric energy within the convenience store and car wash, the project would not conflict with the ultimate implementation of the Scoping Plan.

All new construction would be required to comply with the energy code in effect at the time of construction, which ensures efficient building construction. Additional measures such as efficient water usage and efficient outdoor lighting would be employed by the project. GHG emissions associated with electricity use would be eliminated as California decarbonizes the electrical generation infrastructure as committed to by 2045 through SB 100, the 100 percent Clean Energy Act of 2018. Therefore, the project would contribute its “fair share” of what is required to achieve carbon neutrality of buildings by 2045. The project’s consistency with the policies discussed above would assist in meeting the County’s contribution to GHG emissions reduction targets in California. As such, the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. Thus, the project would have a less than significant impact.

IX. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, storage, use, or disposal of hazardous materials or wastes or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

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

Discussion/Explanation:

Less than Significant Impact: Project construction would involve the transport of gasoline and other petroleum-based products associated with construction equipment. These materials are considered hazardous as they could cause temporary localized soil and water contamination. Incidents of spills or other localized contamination could occur during refueling, operation of machinery, undetected fluid leaks, or mechanical failure. However, all storage, handling, and disposal of these materials are regulated by California Department of Toxic Substances Control, the USEPA, and the San Miguel Fire Protection District. All construction and operational activities involving the transportation, usage, and disposal of hazardous materials would be subject to all applicable federal, state, and local requirements, which would reduce impacts associated with the use and handling of hazardous materials during construction to less than significant. Therefore, the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and impacts would be less than significant.

b) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

No Impact: There are no schools located within 0.25-mile of the project site. The closest school to the project site is Valley Center Elementary School, approximately 0.5 mile away. Further, the transport and handling of minor amounts of hazardous materials during construction and operation would comply with all applicable federal, state, and local regulations that control hazardous material handling. Therefore, the project will not have any effect on an existing or proposed school.

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

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

No Impact: According to the database search of Envirostor and Geotracker, the project site is not identified as a hazardous materials site (Envirostor 2023; Geotracker 2023). Thus, the project site is not identified as being a listed hazardous materials site and is not located adjacent to an active listed hazardous site. Therefore, the project would not create a significant hazard to the public or environment, and no impact would occur.

d) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

No Impact: The project is not located within an Airport Influence Area, Airport Safety Zone, Avigation Easement, Overflight area, or a Federal Aviation Administration Height Notification Surface area. In addition, the proposed carwash building would be one story. Therefore, the project does not propose construction of any structure which would constitute a safety hazard to

aircraft and/or operations from an airport or heliport. The project would not constitute a safety hazard for people residing or working in the project area, and no impact would occur.

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

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

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

i. SAN DIEGO COUNTY OPERATIONAL AREA EMERGENCY PLAN AND MJHMP:

Less than Significant Impact: The Operational Area Emergency Plan is a comprehensive emergency plan that defines responsibilities, establishes an emergency organization, defines lines of communications, and is designed to be part of the statewide Standardized Emergency Management System. The Operational Area Emergency Plan provides guidance for emergency planning and requires subsequent plans to be established by each jurisdiction that has responsibilities in a disaster situation. The MJHMP includes an overview of the risk assessment process, identifies hazards present in the jurisdiction, hazard profiles, and vulnerability assessments. The plan also identifies goals, objectives, and actions for each jurisdiction in the County of San Diego, including all cities and the County unincorporated areas. The project would not interfere with either plan because it would not prohibit subsequent plans from being established or prevent the goals and objectives of existing plans from being carried out. Therefore, impacts would be less than significant.

ii. UNIFIED SAN DIEGO COUNTY EMERGENCY SERVICES ORGANIZATION AREA HAZARDOUS MATERIALS PLAN: OIL SPILL CONTINGENCIES ELEMENT

No Impact: The Oil Spill Contingency Element would not be interfered with because the project is not located along the coastal zone or coastline. Therefore, no impact would occur.

iii. EMERGENCY WATER CONTINGENCIES ANNEX AND ENERGY SHORTAGE RESPONSE PLAN

No Impact: The Emergency Water Contingencies Annex and Energy Shortage Response Plan would not be interfered with because the project does not include the alteration of a major water or energy supply infrastructure, such as the California Aqueduct. Therefore, no impact would occur.

v. DAM EVACUATION PLAN

No Impact: The Dam Evacuation Plan would not be interfered with because no grading is proposed on the portion of the project site that is located within a dam inundation zone. In addition, no sensitive receptors, such as a hospital, day-care facility, school, etc., are proposed as part of the project. Because no structures are proposed and project grading would be located outside the Dam Inundation Zone, no impacts would occur.

f) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

Less than Significant Impact: The project is not located within the Wildland-Urban Interface Zone but is within a very high fire hazard severity zone (FHSZ) in a state responsibility area (SRA), as with the majority of the County region. However, the Building Plan is required to be reviewed and approved by the County Fire Authority and as such, would comply with regulations relating to emergency access, water supply, and defensible space specified in the County Fire Code and Consolidated Fire Code. Based on review of the project by County staff, and through compliance with the County Fire Code and Consolidated Fire Code, impacts would be less than significant.

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

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

Less than Significant Impact: The project includes a 3,300-sf enclosed carwash immediately adjacent to a previously approved gas station and convenience store in the unincorporated community of Valley Center. No activities or uses are proposed that would allow water to stand for a period of 72 hours (3 days) or more (e.g., artificial lakes, agricultural irrigation ponds). Therefore, the project would not substantially increase current or future resident's exposure to vectors, including mosquitoes, rats, or flies.

X. HYDROLOGY AND WATER QUALITY -- Would the project:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

- Potentially Significant Impact
- Less than Significant Impact

- Less Than Significant With Mitigation Incorporated No Impact

Discussion/Explanation: The following technical studies have been prepared for the project:

- Priority Development Plan (PDP) – Stormwater Quality Management Plan (SWQMP) prepared by Wynn Engineering, Inc., dated March 23, 2023.
- Hydrology Certification Letter prepared by Wynn Engineering, Inc., dated March 23, 2023.

The following responses have incorporated the analyses from these studies.

Less than Significant Impact: The Miller Road Development Project, including the area encompassing the project site, is required to obtain a NPDES General Permit for Discharges of Storm Water Associated with Construction Activities. Minimum required construction BMPs would include vegetation stabilization planting, fiber rolls (straw wattles), stabilized construction entrance, materials management, and waste management. In addition, a Standard SWQMP dated March 23, 2023 has been prepared. The project proposes and would be required to implement the following site design measures and/or source control BMPs and/or permanent post-construction pollutant and hydromodification control BMPs to reduce potential pollutants to the maximum extent practicable from entering stormwater runoff: hydraulic stabilization and hydroseeding on disturbed slopes, bonded or stabilized fiber matrix, energy dissipater outlet protection for water velocity control, silt fencing, gravel and sand bags, storm drain inlet protection, stabilized construction entrance, street sweeping and vacuuming for offsite tracking of sediment, and measures to control materials management (including spill prevention and control) and waste management.

The project would be consistent with requirements of the County of San Diego BMP Design Manual, which is a design manual for compliance with local County of San Diego Watershed Protection Ordinance (Sections 67.801 et seq.) and regional Municipal Separate Storm Sewer System (MS4) Permit (Regional Water Quality Control Board [RWQCB], San Diego Region Order No. R9-2013-0001 as amended by R9-2015-0001 and R9-2015-0100) requirements for stormwater management.

Additionally, the PDP-SWQMP prepared for the project includes several long-term operational BMPs that would prevent degradation of surface or groundwater quality (e.g., prohibiting discharges to the storm drains, maintaining landscaping using minimal-to-no pesticides, sweeping paved areas regularly, etc.).

Given that the project site has been paved for the Miller Road Development Project, the project would not increase the area of impervious surfaces onsite, and includes long-term operational BMPs, the project would have less than significant impacts on water quality standards and discharge requirements, as well as degradation of surface and groundwater quality in general.

- b) Is the project tributary to an already impaired water body, as listed on the Clean Water Act Section 303(d) list? If so, could the project result in an increase in any pollutant for which the water body is already impaired?

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

Discussion/Explanation:

Less than Significant Impact: The project site is located within the Rincon Area of the San Luis Rey Hydrologic Unit in the San Diego Region. The nearest impaired waterbody as listed on the Clean Water Act Section 303(d) list is Moosa Canyon Creek, approximately 1 mile southwest of the project site. Due to distance and topography, the project site is not tributary to Moosa Canyon Creek.

The Standard SWQMP prepared for the project includes design measures and source control BMPs such that potential pollutants would be reduced to the maximum extent practicable so as not to increase the level of pollutants in receiving waters and reduce impacts on stormwater quality and hydromodification to less than significant levels during construction (e.g., vegetation stabilization planting, fiber rolls (straw wattles), stabilized construction entrance, materials and waste management, permeable surfaces, and biofiltration basins). The BMPs are consistent with the regional surface water and stormwater planning and permitting process that has been established to improve the overall water quality in County watersheds. As a result, the project would not contribute to a cumulative impact to an already impaired water body, as listed on the Clean Water Act Section 303(d). Regional surface water and stormwater permitting regulation for County of San Diego includes the following: RWQCB, San Diego Region Order No. R9-2013-0001 as amended by R9-2015-0001 and R9-2015-0100, San Diego Watershed Protection Ordinance (Sections 67.801 et seq.), and the County of San Diego BMP Design Manual. The stated purposes of these ordinances are to protect the health, safety, and general welfare of the County of San Diego residents; to protect water resources and to improve water quality; to ensure the use of management practices by the County and its citizens that will reduce the adverse effects of polluted runoff discharges on waters of the state; to secure benefits from the use of stormwater as a resource; and to ensure the County is compliant with applicable state and federal laws. The Watershed Protection Ordinance has discharge prohibitions and requirements that vary depending on type of land use activity and location in the County. The project would be subject to the Watershed Protection Ordinance, which would require the preparation of a Stormwater Management Plan that details the project's pollutant discharge contribution to a given watershed and proposes BMPs or design measures to mitigate any impacts that may occur in the watershed.

The project site has been previously graded and paved as part of the Miller Road Development Project. No additional earthwork or paving would be required for the proposed project. Additionally, the PDP-SWQMP prepared for the project includes several long-term operational BMPs that would prevent degradation of surface or groundwater quality (e.g., prohibiting discharges to the storm drains, maintaining landscaping using minimal-to-no pesticides, sweeping paved areas regularly, etc.). Therefore, construction and operational impacts to an impaired water body would be less than significant.

- c) Could the proposed project cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses?

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

Discussion/Explanation:

Less than Significant Impact: The RWQCB has designated water quality objectives for waters of the San Diego Region to protect the existing and potential beneficial uses of each hydrologic unit. The project lies in the Rincon 903.16 Hydrologic Area of the San Luis Rey Hydrologic Unit that has the following existing beneficial uses for groundwater: agricultural supply, industrial service supply, contact water recreation, non-contact water recreation, warm freshwater habitat, and wildlife habitat.

Potential sources of polluted runoff resulting from the project are discussed in the Standard SWQMP prepared for the project. The following site design measures and/or source control BMPs and/or permanent post construction pollutant and hydromodification control BMPs would be employed to reduce potential pollutants in runoff to the maximum extent practicable, such that the project would not cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses: agricultural supply, industrial service supply, contact water recreation, non-contact water recreation, warm freshwater habitat, and wildlife habitat.

In addition, the proposed BMPs are consistent with regional surface water, stormwater and groundwater planning and permitting process that has been established to improve the overall water quality in County watersheds. As a result, the project would not contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses. Refer to response X. Hydrology and Water Quality, b), for more information on regional surface water and stormwater planning and permitting process.

- d) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

Discussion/Explanation:

Less than Significant Impact: The project includes construction of a 3,300-sf automated carwash. Limited water will be required during the construction phase for dust control and suppression and would be obtained from the Valley Center Municipal Water District. The project would not require additional restroom facilities or associated use of additional potable water. Additionally, the proposed carwash would be fully automated using reclaimed water. No groundwater would be used for any purposes during construction or operation phases of the project. In addition, given that the project site has been paved for the Miller Road Development

Project, no new impervious surfaces are proposed that would interfere with groundwater recharge. The project would not involve regional diversion of water to another groundwater basin, or diversion or channelization of a stream course or waterway with impervious layers, such as concrete lining or culverts, for substantial distances (e.g., 0.25-mile). Therefore, impacts would be less than significant.

e) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surface, in a manner which would:

(i) result in substantial erosion or siltration on- or offsite;

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

Discussion/Explanation:

Less than Significant Impact: The project site has been previously graded and paved as part of the Miller Road Development Project. No additional earthwork or paving would be required for the proposed project. Therefore, construction of the project would not result in significantly increased erosion or sedimentation potential and impacts would be less than significant.

(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

Discussion/Explanation:

Less than Significant Impact: The project site has been previously graded and paved as part of the Miller Road Development Project. No additional earthwork or paving would be required for the proposed project. Therefore, the project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite. Impacts would be less than significant.

(iii) 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; or

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

Discussion/Explanation:

Less than Significant Impact: As discussed above in Section X(e)(ii), the project would not result in increased peak runoff flows. The project site has been previously graded and paved as part of the Miller Road Development Project. No additional earthwork or paving would be required for the proposed project. Therefore, the project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant.

(iv) impede or redirect flood flows?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

Less than Significant Impact: As discussed above in Section X(e)(ii), the project would not result in increased peak runoff flows. The project site has been previously graded and paved as part of the Miller Road Development Project. No additional earthwork or paving would be required for the proposed project. Therefore, the project would not impede or redirect flows. Impacts would be less than significant.

f) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

Less Than Significant Impact: The project site is not located within a Dam Inundation Zone. The project site is also not located within Federal Emergency Management Agency (FEMA), County Floodplain, or County Floodway flood zones, or located within a tsunami or seiche inundation zone. Therefore, impacts would be less than significant.

g) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

Less than Significant Impact: The project site would be in compliance with the San Diego Basin Water Quality Control Plan and is not located within a County Sustainable Groundwater Management Act or Groundwater Sustainability Plan basin area. See Section X(a) through (d).

Therefore, the project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Impacts would be less than significant.

XI. LAND USE AND PLANNING -- Would the project:

a) Physically divide an established community?

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

Discussion/Explanation:

Less than Significant Impact: The project includes a 3,300-sf enclosed carwash immediately adjacent to a previously approved gas station and convenience store in the unincorporated community of Valley Center. The project does not propose the introduction of new major infrastructure such as roadways, water supply systems, or utilities to the area. In addition, no new development is proposed that would have the potential to physically divide an established community. Therefore, the project is consistent with the use regulations in place and would not significantly disrupt or physically divide an established community. Impacts would be less than significant.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

Discussion/Explanation:

Less than Significant Impact: The project includes a 3,300-sf enclosed carwash to support a previously approved gas station and convenience store immediately adjacent to the project site. With the proposed MUP, the project would be consistent with designated land use and zoning designations for the project site. The project does not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, impacts would be less than significant.

XII. 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?

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

Discussion/Explanation:

Less than Significant Impact: The project site is not classified by the California Department of Conservation – Division of Mines and Geology as an area of “Potential Mineral Resource Significance.” The nearest active mine is the streambed/gravel bar skimming and pitting at the Pauma Valley Country Club. The project site is surrounded by developed office, commercial, and rural residential land uses which would be incompatible with future extraction of mineral resources on the project site. A future mining operation at the project site would likely create a significant impact to neighboring properties for issues such as noise, air quality, traffic, and possibly other impacts. Additionally, the project site is less than one acre in size. Therefore, implementation of the project would not result in the loss of availability of a known mineral resource that would be of value since the mineral resource extraction would not occur at the site due to incompatible land uses.

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?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

No Impact: The project site is not located in a Mineral Resource Zone, nor is it located within 1,300 feet of such lands. Therefore, the project would not result in the loss of availability of locally important mineral resource(s). Therefore, no potentially significant loss of availability of a locally important mineral resource recovery (extraction) site delineated on a local general plan, specific plan, or other land use plan would occur as a result of this project.

XIII. NOISE -- Would the project result in:

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation: An Acoustical Analysis Report was prepared for the project by Eilar Associates, Inc., dated August 5, 2022. The following responses have incorporated the analysis from the report.

Less than Significant Impact: The project includes a 3,300-sf enclosed express carwash facility with an automatic carwash tunnel and vacuum stations to support a previously approved gas station and convenience store immediately adjacent to the project site. The previously approved convenience store will be serviced by two rooftop heating, ventilation, and air conditioning (HVAC) units. The future noise environment in the vicinity of the project site is

anticipated to consist of noise created by the proposed carwash equipment and rooftop HVAC units. The carwash equipment is proposed to be completely enclosed within a mechanical room of the carwash facility and the individual vacuum stations are not expected to generate a significant level of noise. Given that vacuum noise levels are expected to be negligent in comparison to the carwash equipment, they were not evaluated in the Acoustical Analysis Report prepared by Eilar Associates, Inc., dated August 5, 2022. Project-generated traffic noise impacts were also evaluated. No other equipment on site is anticipated to generate significant levels of noise, requiring evaluation in the Acoustical Analysis Report.

The project would be consistent with the County of San Diego General Plan, Noise Ordinance, and other applicable noise standards for the following reasons:

General Plan – Noise Element

The County of San Diego General Plan, Noise Element, Tables N-1 and N-2 addresses noise sensitive areas and requires an acoustical study to be prepared for any use that may expose noise sensitive areas to noise in excess of a Community Noise Equivalent Level (CNEL) of 60 decibels (dBA). Moreover, if the project is in excess of 60 dBA Community Noise Equivalent Level (CNEL) or 65 dBA CNEL, modifications must be made to the project to reduce noise levels. Noise sensitive areas include residences, hospitals, schools, libraries, or similar facilities as mentioned within Tables N-1 and N-2. Noise sensitive land uses (residences as close as approximately 230 feet to the northwest across Miller Road) exist in proximity to the project site. The primary source of noise at the nearest affected property line receiver is expected to be noise emanating from the western opening of the carwash tunnel, primarily from the tunnel dryer equipment. Project implementation would not expose existing or planned noise sensitive areas to road, airport, heliport, railroad, industrial, or other noise in excess of the outside sound level threshold because the western opening of the carwash tunnel would be configured to open to the south, directing noise away from the nearest noise sensitive residential properties (refer to the Acoustical Tunnel in Figure 2). With the currently proposed tunnel exit as well as the specifications for the barrier and canopy outlined in the Acoustical Analysis Report, equipment noise levels are expected to meet applicable noise limits of the County of San Diego at all surrounding property lines. Therefore, the project is consistent with the General Plan – Noise Element and impacts would be less than significant.

Noise Ordinance – Section 36.404

The County of San Diego Municipal Code states that noise levels from stationary sources shall not exceed 50 dBA between the hours of 7 a.m. and 10 p.m. and 45 dBA between the hours of 10 p.m. and 7 a.m. at residential properties zoned RR, and shall not exceed 60 dBA between the hours of 7 a.m. and 10 p.m. and 55 dBA between the hours of 10 p.m. and 7 a.m. at all commercial properties. The Acoustical Analysis Report found that with the currently proposed tunnel exit as well as the specifications for the barrier and canopy outlined in the Acoustical Analysis Report, noise from the operation of the proposed carwash and HVAC at the site would meet these standards. The highest noise level would be 50.9 dBA at the nearest commercial receiver to the east and 46.2 dBA at the nearest residential receiver to the northwest. As the proposed equipment is expected to operate only during daytime hours, operational noise levels should not exceed 50 dBA at any surrounding residential property line and 60 dBA at any surrounding commercial property line. In addition, project-generated traffic on Valley Center Road would not more than double the existing sound energy (an increase of 3 dB). Therefore,

the project is consistent with the Noise Ordinance Section 36.404 and impacts would be less than significant.

Construction noise for the project would be sourced from the equipment used for the proposed onsite construction. Non-transportation noise generated by the project would not exceed the standards of the County of San Diego Noise Ordinance (Section 36.404) at or beyond the project’s property line because the project would conform to construction equipment operation pursuant to Section 36.409 (see below).

Noise Ordinance – Section 36.409 and Section 36.410

The project would not generate grading noise that may exceed the standards of the County of San Diego Noise Ordinance (Section 36.409). Construction operations would occur only during permitted hours of operation pursuant to Section 36.409. Also, it is not anticipated that the project will operate construction equipment in excess of an average sound level of 75 dB between the hours of 7 a.m. and 7 p.m. Thus, daytime construction would not result in significant noise impacts. In addition, no impulsive noise sources, such as blasting or rock crushing, are anticipated during grading operations. Therefore, the project is consistent with the Noise Ordinance Section 36.409 and 36.410; impacts would be less than significant.

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

b) Generation of excessive groundborne vibration or groundborne noise levels?

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

Discussion/Explanation:

Less than Significant Impact: The project does not propose any of the following land uses that can be impacted by groundborne vibration or groundborne noise levels:

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

- 4. Concert halls for symphonies or other special use facilities where low ambient vibration is preferred.

In addition, as discussed in Section XIII(a), no blasting or rock crushing is anticipated during construction operations. Therefore, no impulsive noise sources are expected, and the project would comply with Section 36.410 of the County Noise Ordinance. In addition, the project does not propose any major, new, or expanded infrastructure such as mass transit, highways or major roadways, or intensive extractive industry that could generate excessive groundborne vibration or groundborne noise levels. Potential for vibration and groundborne noise would be minimal and would substantially attenuate with distance such that impacts at sensitive receptors would be less than significant.

- c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

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

Discussion/Explanation:

No Impact: The project is not located within an Airport Influence Area, Airport Safety Zone, Avigation Easement, Overflight area, or a Federal Aviation Administration Height Notification Surface area. Therefore, no impact would occur.

XIV. POPULATION AND HOUSING -- Would the project:

- a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

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

Discussion/Explanation:

No Impact: The project includes construction of a 3,300-sf enclosed carwash immediately adjacent to a previously approved gas station and convenience store. The project would not induce substantial population growth in an area because the project does not propose any physical or regulatory change that would remove a restriction to or encourage population growth in an area including, but not limited to the following: new or extended infrastructure or public facilities; new commercial or industrial facilities; large scale residential development; accelerated conversion of homes to commercial or multi-family use; or regulatory changes including General Plan amendments, specific plan amendments, zone reclassifications, sewer or water

annexations; or San Diego County Local Agency Formation Commission (LAFCO) annexation actions. Therefore, impacts would be less than significant.

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

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

No Impact: The project would not displace any existing people or housing because the project would not demolish any habitable structures and would be limited to construction and operation of a 3,300-sf enclosed carwash. Therefore, no impact would occur.

XV. PUBLIC SERVICES

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

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

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

Less than Significant Impact: The project includes construction of a 3,300-sf enclosed carwash immediately adjacent to a previously approved gas station and convenience store. The project would not result in the need for significantly altered public services or facilities including, but not limited to, fire protection facilities, sheriff facilities, schools, or parks in order to maintain acceptable service ratios, response times, or other performance service ratios or objectives for any public services. Therefore, the project would not have an adverse physical effect on the environment because the project does not require new or significantly altered services or facilities to be constructed. Impacts would be less than significant.

XVI. 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?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

Less Than Significant Impact: The project includes construction of a 3,300-sf enclosed carwash immediately adjacent to a previously approved gas station and convenience store. The project would not 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. Therefore, less than significant impacts would occur from the project.

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?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

No Impact: The project does not include recreational facilities or require the construction or expansion of recreational facilities. Therefore, no impacts would occur from the project.

XVII. TRANSPORTATION -- Would the project:

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation: A Local Mobility Analysis (LMA) and VMT Report was prepared for the project by Darnell & Associates, dated March 22, 2022. The report also included the Traffic Study prepared for the Miller Road Development Project by Darnell & Associates, dated July 27, 2010. The following responses have incorporated the analysis from these reports.

Less than Significant Impact: The project includes an MUP to construct a 3,300-sf enclosed carwash adjacent to a previously approved gas station and convenience store. The project would not have a direct impact related to a conflict with any plans, ordinances, or policies addressing the circulation system. Project trips, or average daily trips (ADTs), associated with construction

is estimated to include between 5 and 20 ADT for workers. Given that construction worker trips would be temporary and would be dispersed along different routes based on the origin of the trips, construction worker commuting is not expected to have a significant effect on the capacity of the transportation system.

Operationally, the project would not generate substantial vehicle trips to the project site (see Section XVII[b] below) or not result in off-site changes to the circulation system. The project would not 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 public 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 public transit. In addition, implementation of the project would not result in the construction of any road improvements or new road design features that would interfere with the provision of public transit, bicycle, or pedestrian facilities, nor would it generate sufficient travel demand to increase demand for transit, pedestrian, or bicycle facilities. Therefore, the project would not conflict with policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

b) Would the project conflict or be consistent with CEQA Guidelines section 15064.3, subdivision (b)?

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

Discussion/Explanation: Per CEQA Guidelines Section 15064.3, *Determining the Significance of Transportation Impacts*, land use projects should be evaluated based on vehicle miles traveled (VMT). In accordance with the County’s Draft 2022 Transportation Study Guidelines, the requirements to prepare a detailed transportation VMT analysis apply to all land development projects, except those that meet at least one of the screening criteria. A project that meets at least one of the screening criteria below would have a less than significant VMT impact due to project characteristics and/or location:

1. Projects Located in a VMT Efficient Area
2. Projects located in Infill Village Area (in Transit Opportunity Areas and Outside of High/Very High Fire Severity Areas)
3. Small Residential and Employment Projects
4. Locally Serving Retail Projects
5. Locally Serving Public Facilities
6. Redevelopment Projects with Lower Total VMT
7. Affordable Housing

The project meets the screening criterion 4 (Locally Serving Retail Projects), as described in further detail below.

Less than Significant Impact: CEQA Section 15064.3, *Determining the Significance of Transportation Impacts*, states that for many projects, a qualitative analysis of construction traffic

may be appropriate. Since construction traffic is temporary and workers are either travelling to the project jobsite or another jobsite elsewhere, the impact on VMT is considered less than significant.

The project would construct a 3,300-sf enclosed carwash adjacent to a previously approved gas station and convenience store. Pursuant to the County’s adopted Transportation Study Guidelines, the project meets the CEQA VMT screening criteria for locally serving commercial projects that are less than 50,000 square feet and will not result in a significant VMT impact. Therefore, the project would result in less than significant impacts related to consistency with CEQA Guidelines section 15064.3, subdivision (b).

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

Discussion/Explanation:

Less than Significant Impact: The project would not substantially increase driving hazards due to a geometric design feature or incompatible uses. The project includes an MUP to construct a 3,300-sf enclosed carwash adjacent to a previously approved gas station and convenience store. Additionally, the project does not propose any changes to roadways, nor does it propose the construction of any new roadways and therefore, would not substantially increase hazards due to a geometric design feature or incompatible uses. Impacts would be less than significant.

d) Result in inadequate emergency access?

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

Discussion/Explanation:

Less than Significant Impact: The project would not generate traffic volumes that would impede emergency access. The County Fire Authority has reviewed the proposed plans and are required to comply with the County’s emergency access requirements per the San Diego County Fire Code and Consolidated Fire Code, including turning radius and maneuverability of large emergency vehicles such as fire trucks and ambulances. Therefore, the project would not result in inadequate emergency access, and impacts would be less than significant.

XVIII. TRIBAL CULTURAL RESOURCES -- Would the project:

a) Cause a substantial adverse change in the significance of a tribal cultural resource, as defined in Public Resources Code §21074 as either a site, feature, place, or 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:

i. 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 §5020.1(k), or

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

ii. 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 §5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code §5024.1, the Lead Agency shall consider the significance of the resource to a California Native American tribe.

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

Less than Significant Impact: Pursuant to AB 52, consultation was initiated with culturally affiliated tribes. The Tribes identified that the area is sensitive and requested tribal monitoring during ground disturbing activities. As such, the project will be conditioned with a Tribal Monitoring Program.

XIX. UTILITIES AND SERVICE SYSTEMS -- Would the project:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

Less than Significant Impact: The project includes construction of a 3,300-sf enclosed carwash. The project is served by the Valley Center Municipal Water District and no new or expanded water or wastewater facilities are required for the project. The proposed carwash would be fully automated using reclaimed water. No natural gas or telecommunications facilities would be required. Therefore, because the project would not require the construction of new or expanded facilities that could cause significant environmental effects, less than significant impacts would occur.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

Less than Significant Impact: The project site is served by the Valley Center Municipal Water District. Minimal water would be required during project construction for dust control and suppression. The commercial use type is integrated into the Valley Center Municipal Water District’s current and future water projections. Additionally, the proposed carwash would be fully automated using reclaimed water. Therefore, the project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.

c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

Less than Significant Impact: The project includes construction of a 3,300-sf enclosed carwash using reclaimed water. As such, the project would be served by the Valley Center Municipal Water District’s Woods Valley Ranch Water Reclamation Facility for reclaimed water supply and wastewater treatment. The Woods Valley Ranch Water Reclamation Facility currently has wastewater treatment capacity of 275,000 gallons per day (gpd) ad a planned expansion to 525,000 gpd (Valley Center Municipal Water District 2021). Therefore, the Woods Valley Ranch Water Reclamation Facility has capacity to serve the project, and the project would not interfere with any wastewater treatment providers service capacity. Impacts would be less than significant.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

Less than Significant Impact: The project includes a fully automated, enclosed carwash and does not propose any structures or use types that would result in long-term operational solid waste generation. There are five, permitted active landfills in San Diego County with remaining capacity, including Borrego Landfill (111,504 cubic yards [cy] remaining capacity), Otay Landfill (21,194,008 cy remaining capacity), West Miramar Sanitary Landfill (11,080,871 cy remaining capacity), Sycamore Landfill (113,972,637 cy remaining capacity), San Onofre Landfill (1,057,605 cy remaining capacity), and Las Pulgas Landfill (9,503,985 cy remaining capacity). Therefore, there is sufficient existing permitted solid waste capacity to accommodate the project’s solid waste disposal needs and the project would not impair the attainment of solid waste reduction goals, and impacts would be less than significant.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

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

Discussion/Explanation:

Less than Significant Impact: The project includes a fully automated, enclosed carwash and does not propose any structures or use types that would result in long-term operational solid waste generation. All solid waste facilities, including landfills, require solid waste facility permits to operate. In San Diego County, the County Department of Environmental Health, Local Enforcement Agency, issues solid waste facility permits with concurrence from CalRecycle under the authority of the Public Resources Code (Sections 44001-44018) and California Code of Regulations Title 27, Division 2, Subdivision 1, Chapter 4 (Section 21440et seq.). The project would deposit all solid waste at a permitted solid waste facility, and therefore, would comply with federal, state, and local statutes and regulations related to solid waste.

XX. WILDFIRE-- If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

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

Discussion/Explanation: A Fire Protection Plan (FPP) was prepared for the previously approved Miller Road Development Project by Firewise 2000, Inc., dated November 20, 2010. The following responses have incorporated the analysis from the report.

Less than Significant Impact: The project would be served by the Valley Center Fire Protection District Station 1, approximately 0.74 miles southwest of the project site. As described in Section IX(e), the project would not substantially impair an adopted emergency response plan or

evacuation plan. The project would include construction and operation of a 3,300-sf enclosed carwash, and no additional use types or structures are proposed. Therefore, no additional demand beyond current conditions is required for emergency response. Project access would be from two driveways along Valley Center Road and Miller Road. Additionally, an FPP was prepared for the previously approved Miller Road Development Project, which assesses the potential impacts resulting from wildland fire hazards and identifies measures necessary to adequately mitigate those impacts. The plan specifically addresses access, including secondary/emergency access and impacts to emergency services. The primary access to the project site would be via Miller Road and Valley Center Road (public roadways). Access within the commercial development would be via three entrances (two from Miller Road and one from Valley Center Road). Project access would comply with County road standards and measures included in the FPP (e.g., secondary access, road and street grade below 20 percent, paved streets with capacity to support up to 75,000 pounds, etc.). Therefore, the project would not substantially impair an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

- b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentration from a wildfire or the uncontrolled spread of a wildfire?

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

Discussion/Explanation: The area surrounding the project site is generally within a sloping rugged topography that runs from the northwest to the southeast. Topography ranges from nearly level to 30 percent slopes with native and non-native vegetation. There are interspersed homes throughout this area, including the more rugged areas to the northwest and southwest of the project site. Climate is characterized by generally mild winters, with the bulk of the annual precipitation (8-10 inches precipitation per year) falling between January and March, frequent periods of extended drought, and long dry and hot spring, summer and fall seasons, which dry out the native vegetation making the native vegetation species surrounding the project site very flammable.

Less than Significant With Mitigation Incorporated: The project is listed as a very high FHSZ in a SRA. The majority of the County is in the high and very high FHSZ. Accordingly, the County has implemented fire safety measures depending on specific factors, such as location, vegetation, etc. Homes near the project site and their compliance with fuel modification requirements lower the fire threat and risk to the proposed project. It should also be noted that the two major highways on the western (Miller Road) and southern boundary (Valley Center Road) to the project site provide significant fire protection during an extreme northeast Santa Ana wind and strong non-typical prevailing winds from the south and southwest during late season. The fuels in the open space to the northeast (developable in the future) are lighter fuels. However, if this project site was left undeveloped and without any fire hazard abatement, the off-site and on-site vegetation would increase in fuel loading. An extreme fire threat would occur during unusually hot dry conditions, with Santa Ana wind conditions, and/or with any winds out of the northeast potentially gusting up to 60 miles per hour (mph). In this fuel model scenario,

the wildland fire behavior would be expected to produce 44.1-foot flame lengths and a rate-of-spread of 294 feet per minute.

Structure ignitions from wildland fire fuels basically come from two sources of heat: convective firebrands (flying embers) and radiant heat. Convective firebrands, transferred during periods of high fire intensity and strong dry winds, have the capability of being transported over long (several hundred feet and up to several miles) distances. Construction requirements must meet all the current County Building Code and State of California Building Codes (Chapter 7A) requirements for construction in wildland areas. Ignition resistant building requirements found in the County Building Code (more restrictive than the California Building Code) will significantly reduce the threat of wildfire at the project site, especially the flying embers entering a structure, landing on a receptive fuel and starting a new fire. For example, exterior walls of the enclosed carwash building would be constructed with one-hour fire resistant building materials and protected with two-inch nominal solid blocking between rafters at all roof overhangs and under the exterior wall covering. Portable fire extinguishers are required and shall be mounted on walls near exits with appropriate signage.

Convective heat will be mitigated for the Miller Road Development Project by landscaping with irrigated fire-resistant landscaping and constructing all buildings with non-combustible roofing and non-combustible or standard fire-resistive building materials, per the Valley Center Fire Protection District requirements. Fire-resistant landscape management is the act of converting native vegetative fuels from a highly flammable and high fire intensity state to a more fire resistant and low fire intensity condition. Fire-resistant landscaping has been proven to be the most effective treatment for minimizing structure losses due to wildland fire radiant heat. Comparing the expected wildland fire behavior projections of untreated vegetation against the proposed fire-resistant irrigated landscape vegetation within the development required 100-foot-wide fuel thinning zone demonstrates substantial reductions in the expected flame length and fireline intensity. By requiring all structures to be constructed of non-combustible roofing and building materials, the implementation of a defensible space around all structures adjacent to the fuels provides the most effective treatment for minimizing structure losses due to the projected flame lengths and associated radiant heat intensities.

The project does not propose any vegetation that would be considered flammable, and is required to meet applicable fire measures, such as fire apparatus access and access road requirements. To ensure the project does not exacerbate wildfire risks, MM WF-1 would require the project to include irrigated fire-resistant landscaping and non-combustible roofing and non-combustible or standard fire-resistive building materials, per the Valley Center Fire Protection District requirements (as required for the Miller Road Development Project). Therefore, the project would not expose project occupants, such as employees, to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire, and impacts would be less than significant with mitigation.

- c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Potentially Significant Impact

Less than Significant Impact

- Less Than Significant With Mitigation Incorporated
- No Impact

Discussion/Explanation:

Less than Significant With Mitigation Incorporated: The project would include a fully automated, enclosed carwash and does not propose any structures or additional infrastructure that would exacerbate fire risk. In addition, MM WF-1 would require the project to include irrigated fire-resistant landscaping and non-combustible roofing and non-combustible or standard fire-resistive building materials, per the Valley Center Fire Protection District requirements (as required for the Miller Road Development Project). Therefore, based on project coordination with County staff, compliance with the County Fire Code and Consolidated Fire Code, and compliance with the Valley Center Fire Protection District’s requirements, impacts associated with fire risk would be less than significant with mitigation.

- d) Expose people or structure to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

Less than Significant Impact: As stated in Section X(e)(ii), the project site has been previously graded and paved as part of the Miller Road Development Project. No additional earthwork or paving would be required for the proposed project. Additionally, the project site is not currently prone to flooding; therefore, the project site would not be prone to onsite flooding following construction of the project. In addition, the Preliminary Geotechnical Evaluation prepared for the previously approved Miller Road Development Project by GeoSoils, Inc., found that removing the low-density surficial soils previously underlying the site and replacing these soils with properly compacted fill in accordance with the Preliminary Geotechnical Evaluation and Grading Plan would ensure stable soil and geologic conditions existing on and supporting the site. The investigation demonstrated that the site would be suitable for development and in compliance with the Grading Ordinance. Due to the aforementioned factors, the project site would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Impacts are less than significant.

Mitigation Measures

- WF-1 The project shall include irrigated, fire-resistant landscaping only. Landscaping related to the project will be implemented in accordance with the measures listed below, as outlined in the FPP for the Miller Road Development Project.
 - Landscaping materials will include plants from the approved plant list in Appendix A of the FPP or as approved by the Fire Marshall.

- All undesirable non-native vegetation will be removed. Replanting will be with drought tolerant, fire resistive fire-resistant landscaping.
- Vegetation may include single or cluster of thinned fire resistant native and ornamental plants (e.g., oaks, sumac, toyon, etc.).
- Dense plant masses adjacent to the structures and at bases of trees and tree clusters will not be placed in this zone. Provide low growing, fire resistive, deep rooted, drought tolerant planting to maintain erosion control and soil stability, especially on manufactured slopes.
- Native or ornamental trees retained within fuel modification zones will be pruned to maintain a vertical separation of approximately 10 feet above underlying shrubs or groundcover. Pruning of the shrubs will minimize the impact of the tree pruning.
- Trees and large shrubs over 15 feet in height (oaks, sumac, toyon, etc.) pruned to provide clearance between plants of three times the height of understory plants, or 10 feet, whichever is greater.
- Large continuous masses of shrubs and understory less than 15 feet in height will be thinned to remove fuel and provide at least 10 feet between shrub masses, or individual shrubs. Thinning will reduce the overall canopy coverage of the area a minimum of 50 percent.
- If shrubs are located underneath a tree's drip line, the lowest branch shall be at least three times as high as the understory shrubs or 10 feet, whichever is greater.
- Trees may be planted and/or maintained as individual specimens, or clustered with no more than three trees in a single cluster with a minimum distance between mature canopies of 20 feet; avoid planting trees directly uphill of one another.
- Tree canopies will not be allowed to overhang the roof of any structure; the outer edge of the canopies of mature trees will be a minimum of 10 feet from the building eaves, and free of all dead or dying parts. All the dead material must be pruned out of all vegetation on an as needed basis.
- Mature heights of new shrub plantings will be a maximum of 36 inches.
- Mulches, chips and other small multi-cuttings (cut to less than two inches in diameter and four inches in length) shall be evenly spread over the area no more than 4 inches at least 50 feet from structures. This can be used to maintain soil moisture and prevent grass and weed encroachments within the treated areas. Regular maintenance, vegetation pruning, and continued irrigation are most important in this Zone.
- Firewood or other combustible materials will not be stored in unenclosed spaces beneath buildings or structures, or on decks or under eaves, canopies or other projections or overhangs. Storage may occur in the defensible space located a minimum of 20 feet from structures and separated from the crown of trees by a minimum of 10 feet, measured horizontally.
- Certain ornamental plants shall not be planted or allowed to become established within the zone unless otherwise noted in the recommended Plant List in Appendix A of the FPP or as approved by the Fire Marshal.
- As the native vegetation cover in Zone 1 is reduced, there is a very high probability that the openings will be dominated with non-native weed or grass species. Therefore, all grasses and weeds are to be mowed or weed-whipped to a 4-inch stubble height by June 1st of each year or when the fuels become cured, whichever

occurs first. Any vegetation biomass (debris and trimmings) produced by thinning and pruning shall be removed from the site or converted to

- mulch by chipping and evenly distributed to a maximum depth of 4 inches.
- Plants in this zone will not include any pyrophytes that are high in oils and resins, such as: pines, eucalyptus, cedar, and juniper species. Trees must be planted so that when they reach maturity their branches are at least 10-feet away from any structure. Refer to Appendix B of the FPP for a list of undesirable plantings.
- Thick succulent or leathery leaf plant species are the most fire resistant, while paper-thin leaves and small twiggy branches are the least fire resistant.
- If water for irrigation is limited, use more of the available water in Zone 1 than In Zone 2. Plants with high moisture content are less likely to burn. Non-flammable patios, walkways, rock, driveways, and gravel can be used to break up fuel continuity within this zone.

WF-2 The exterior walls of the proposed building shall be constructed with one-hour fire resistant building materials and protected with two-inch nominal solid blocking between rafters at all roof overhangs and under the exterior wall covering (in accordance with State Fire Marshal [SFM] 12-7A-1). Portable fire extinguishers are required for the proposed building and shall be mounted on walls near exits with appropriate signage.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE:

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

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

Discussion/Explanation: Per the instructions for evaluating environmental impacts in this Initial Study, the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory were considered in the response to each question in sections IV and V of this form. In addition to project specific impacts, this evaluation considered the project's potential for significant cumulative effects. As a result of this evaluation, the project was determined to have potential significant effects related to biological resources and cultural resources. However, mitigation has been included that clearly reduces these effects to a level below significance. This mitigation includes:

- **Biological Resources:** A pre-construction nesting survey of vegetated areas adjacent to the site and a pre-construction bird and raptor survey If project brushing, clearing, grubbing, grading, or other construction activities are proposed with during the migratory bird breeding season (February 1 through August 31), a qualified County-approved biologist shall conduct no more than three days prior to the scheduled operations to determine the presence/absence of nesting raptors and/or other migratory birds; and
- **Wildfire:** Inclusion of irrigated, fire-resistant landscaping only, in accordance with FPP prepared for the Miller Road Development Project.

As a result of this evaluation, there is no substantial evidence that, after mitigation, significant effects associated with this project would result. Therefore, this project has been determined not to meet this Mandatory Finding of Significance.

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

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

Discussion/Explanation: The following list of past, present, and future projects located within a 1-mile radius of the project were considered and evaluated as a part of this Initial Study:

PROJECT NAME	ADDRESS	PROJECT NUMBER	APN
Zenz Apartment Building	28532 CANYON RD	PDS2021-3300-76-004	1851413400
Weston Towne Center	No Address	PDS2013-STP-13-029 PDS2013-ER-14-08-001	1882311100 1882313000
VCVP Site Plan	No Address	PDS2015-STP-15-025 PDS2015-ER-15-08-022	1882605000 1882604900
Valley Lutheran Church	28330 LILAC RD	PDS2011-3300-86-042	1862105900
Valley Center View Properties Retail	No Address	PDS2008-3500-08-013 PDS2008-3910-0801008	1882313400
Valley Center Towing	28425 COLE GRADE RD	PDS2008-3500-08-005 PDS2008-3910-0808005	1882502200
Valley Center Storage Project	No Address	PDS2020-STP-20-011 PDS2020-ER-20-08-005	1890132000
Valley Center North Village Sewer Plant	No Address	PDS2009-3910-0908006	1882130400 1882310900 1882311000 1882312800 1882604900 1882605000
Valley Center Miller RD	No Address	PDS2011-3100-5027	1882313400 1882312800

			1882311900 1882310900
Valley Center Library	14185 HORSE CREEK TRL	PDS2004-3300-00-039 PDS2000-3910-0008058	1881806900 1881806800
Valley Center Energy Storage Project	29523 VALLEY CENTER RD	PDS2020-LDGRMJ-30307	1890132000
Valley Center Community Church	29019 Cole Grade Road	PDS2016-LDGRMJ-30070 PDS2019-LDGRMJ-30212 PDS2003-3910-0308034 PDS2003-3300-03-083	1882301300
Valley Center Cemetery District Major Use Permit	No Address	PDS2014-MUP-14-029 PDS2014-ER-14-08-010	1882304700 1882300200
THORNTON TPM	14429 HOGAN RIDGE LN	PDS2003-3200-20707 PDS2002-3910-0208065	1882407100 1882408400 1882408500 1882408600
SPRINT PCS-NORTH ESCONDIDO MUP	No Address	PDS2001-3400-97-007	1892107400 1892107500
Spring SD54XC453	No Address	PDS2019-ER-19-08-003 PDS2019-MUP-19-005	1892107400
SECTOR INC PRD TM4682	28599 OLD RANCH DR	PDS2011-3100-4682	1854410300 1854412300 1854412400 1854412500 1854412600 1854412700 1854412800 1854412900 1854413000 1854420100 1854420200 1854420300 1854420800 1854420900 1854421000 1854421500
Rite Aid-Cole Grade VC	28535 Cole Grade Rd.	PDS2018-LDGRMJ-30189 PDS2015-ER-15-08-021 PDS2015-STP-15-022	1882501900
Park Circle	27890 VALLEY CENTER RD	PDS2015-MUP-15-010 PDS2015-REZ-15-005 PDS2015-TM-5603	1862401100 1862401500
THOMAS IMPOUND YARD SRECKOVIC	28333 COLE GRADE RD 28512 COLE GRADE RD	PDS2011-3300-79-108 PDS2002-3500-02-071	1890131200 1882603500
RV Parking Expansion for Super Storage	No Address	PDS2021-ER-21-08-007	1890131800

REED AND GAUGHAN STP 12-005	28404 COLE GRADE RD	PDS2012-3500-12-005	1882603700
Parcel 2 PM2989 TM9957	28960 VALLEY CENTER RD	PDS2019-LDGRMJ-30224	1882310900
PALOMAR VISTA REAL ESTATE SIGNS	29143 VALLEY CENTER RD	PDS1998-3000-98-002	1882603100
PACKAGE SEWAGE PLANT	No Address	PDS2011-3300-77-096	1882300600
PACIFIC BELL TELEPHONE SITE PLAN	28523 COLE GRADE RD	PDS2001-3500-01-068 PDS1999-3910-9908050	1882502000
ORCHARD RUN SPECIFIC PLAN	No Address	PDS2010-3810-87-008	1862104400 1862311900
Orchard Run	No Address	PDS2017-ER-95-08-033J PDS2018-ER-95-08-033B PDS2018-ER-95-08-033K PDS2004-3800-04-012 PDS2005-3910-9508033F PDS2005-3500-05-055 PDS2006-3000-06-019	1862108700 1862312100 1867630600 1862104400 1862311900 1862104400 1862311900
Mikhail Site Plan	No Address	PDS2015-ER-15-08-018 PDS2015-STP-15-012	1882603100
LIZARD ROCKS STORAGE	28407 LIZARD ROCKS RD	PDS2003-3500-03-026	1882504100
KINGDOM HALL-VALLEY CTR	29028 MILLER RD	PDS2002-3300-76-010	1852011300
JOSEF SCHELDEN	28629 CANYON RD	PDS2009-3200-20130	1851417400
JOHNSON TPM	13042 BETSWORTH RD	PDS2003-3200-20712	1862107600 1862108400 1862108500 1862108600
JOHNSON RANCH	28629 CANYON RD	PDS1996-3000-96-021	1890131900
JOHNSON AD	28359 COLE GRADE RD	PDS2003-3000-03-061	1890131900
Heim Agricultural Clearing	14027 CALLE DE VISTA	PDS2021-AD-21-022	1892201200
GREEN LEAF LOT AVERAGE	12894 ROCK RIDGE LN	PDS2011-3300-80-029	1852211400 1852211500 1852212000 1852212700 1852212800 1852213100 1852213600 1852213700 1852214200 1852214400 1852214600 1854410300 1854412300

			1854412400 1854412500 1854412600 1854412800 1862100400 1862101000 1862103700 1862104200 1862104400 1862104600 1862104700 1862104800 1862104900 1862105000 1862105700 1862105800 1862105900 1862106400 1862106800 1862107100 1862107200 1862107300 1862107500 1862108300 1862108400 1862108500 1862108600 1862311900
GOLDEN YEARS SENIOR CENTER	No Address	PDS2011-3300-86-061	1882407900
GENERAL PLAN PROPERTY SPECIFIC REQUESTS	No Address	PDS2012-3800-12-005	1882603700 1890131100 1890131200 1890131500 1890131600 1890132200 1890132700
EVANS COMM BLDG	28579 LILAC RD	PDS2012-3300-75-081	1852203400
CROSBY RESIDENCE	12826 ROCK RIDGE LN	PDS2006-3000-06-018 PDS2006-3910-870861A	1854410300
CRICKET COMMUNICATION	29277 VALLEY CENTER RD	PDS2009-3910-0908002 PDS2009-3300-09-006	1882501300
COTE FARMS TPM	No Address	PDS2009-3200-20017	1852012600 1852012700
COLE GRADE PUBLIC PARK	No Address	PDS2001-3910-9808044A PDS2002-3300-98-026	1882407800 1882407900

			1882408200
BRUCE POYNTER	13040 BETSWORTH RD	PDS2009-3200-20174	1862108300
BRECHT	14105 CALLE DE VISTA	PDS2007-3910-0708014 PDS2007-3300-07-014	1890126500
BOSE FRICKER CO	28511 COLE GRADE RD	PDS2012-3300-74-036	1882503600
BLUEBERRY HILL MANOR	13227 BLUEBERRY HILL LN	PDS1999-3300-99-020	1862104800
BECKER PRD TM5100	28765 JENNY JAY CT	PDS2011-3100-5100	1852012600 1852012700 1854700100 1854700200 1854700300 1854700400 1854700500 1854700600 1854700700 1854700800
AUTOMOTIVE SPECIALISTS SITE PLAN	28477 LIZARD ROCKS RD	PDS2003-3910-0308014 PDS2003-3500-03-021	1882501400
ARCO Major Grading	29155 VALLEY CENTER RD	PDS2020-LDGRMJ-30256	1882603100
2017 GP Clean Up	No Address	PDS2016-GPA-16-001	1852013400 1854511500
Valley Center Cemetery District	28953 Miller Rd	PDS2016-LDGRMN-20089	1882300200 1882304700
2015 General Plan Clean-Up	No Address	PDS2014-GPA-14-001	1851431600

AD (3000) – Administrative Permit
 TM (3100) – Tentative Map
 TPM (3200) – Tentative Parcel Map
 MUP (3300) – Major Use Permit
 ZAP (3400) – Minor Use Permit
 STP (3500) – Site Plan
 REZ (3600) - Rezone
 GPA (3800) – General Plan Amendment
 SP (3810) – Specific Plan
 ER (3910) – Environmental Record
 LDGRMJ – Major Grading Permit
 LDGRMN – Minor Grading Permit

Per the instructions for evaluating environmental impacts in this Initial Study, the potential for adverse cumulative effects were considered in the response to each question in Sections I through XX of this form. In addition to project specific impacts, this evaluation considered the project’s potential for incremental effects that are cumulatively considerable. As a result of this evaluation, there were determined to be potentially significant cumulative effects related to Biological Resources and Wildfire. However, mitigation has been included that reduces these cumulative effects to a level below significance, as detailed in Section XXI(a).

As a result of this evaluation, there is no substantial evidence that, after mitigation, there are cumulative effects associated with this project. Therefore, this project has been determined not to meet this Mandatory Finding of Significance.

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

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

Discussion/Explanation:

In the evaluation of environmental impacts in this Initial Study, the potential for adverse direct or indirect impacts to human beings were considered in the response to certain questions in Sections I. Aesthetics, III. Air Quality, VII. Geology and Soils, IX. Hazards and Hazardous Materials, X Hydrology and Water Quality, XIII. Noise, XIV. Population and Housing, and XVII. Transportation and Traffic. As a result of this evaluation, there were determined to be no potentially significant effects to human beings.

As a result of this evaluation, there is no substantial evidence that, after mitigation, there would be adverse effects to human beings associated with this project. Therefore, this project has been determined not to meet this Mandatory Finding of Significance.

XXI. REFERENCES USED IN THE COMPLETION OF THE INITIAL STUDY CHECKLIST

BlueScape Environmental. 2023. Air Quality Report.

BlueScape Environmental. 2023. Global Climate Change Evaluation.

California Air Resources Board (CARB). 2022. Final 2022 Scoping Plan Update.

<https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2022-scoping-plan-documents>

California Department of Conservation (DOC). 2015. Geologic Map of California.

<https://maps.conservation.ca.gov/cgs/gmc/>

County of San Diego; (September 15, 2010), County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements for Biological Resources

Darnell & Associates. 2022. Local Mobility Analysis (LMA) and VMT Report.

Darnell & Associates. 2010. Traffic Study.

Firewise 2000, Inc. 2010. Fire Protection Plan (FPP).

GeoSoils, Inc. 2009. Preliminary Geotechnical Evaluation.

Tierra Environmental Services. 2008. Cultural Resources Report.

Valley Center Municipal Water District. 2021. 2020 Urban Water Management Plan.

<https://www.vcmwd.org/Portals/0/PDF/UWMP/UWMP.pdf>

Vince Scheidt, Biological Consultant. 2007. Biological Resources Report.

Wynn Engineering, Inc. 2023. Hydrology Certification Letter.

Wynn Engineering, Inc. 2023. Priority Development Plan (PDP) – Stormwater Quality Management Plan (SWQMP).

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

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

**FOR PURPOSES OF CONSIDERATION OF
6 Carat Carwash, PDS2022-MUP-22-003, PDS2022-ER-08-01-008A**

March 7, 2024

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

YES NO NOT APPLICABLE/EXEMPT

Discussion:

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

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

YES NO NOT APPLICABLE/EXEMPT

Discussion:

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

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

YES NO NOT APPLICABLE/EXEMPT

Discussion:

The project will obtain its water supply from the Valley Center Municipal Water District which obtains water from surface reservoirs and/or imported sources. The project will not use any groundwater for any purpose, including irrigation or domestic supply.

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

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

Discussion:

Wetland and Wetland Buffers:

The site contains no wetland habitats as defined by the San Diego County Resource Protection Ordinance. The site does not have a substratum of predominately undrained hydric soils, the land does not support, even periodically, hydric plants, nor does the site have a substratum that is non-soil and is saturated with water or covered by water at some time during the growing season of each year. Therefore, it has been found that the proposed project complies with Sections 86.604(a) and (b) of the Resource Protection Ordinance.

Floodways and Floodplain Fringe:

The project does not contain a floodway of floodplain fringe. Therefore, it has been found that the proposed project complies with Sections 86.604(c) and (d) of the Resource Protection Ordinance.

Steep Slopes:

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

Sensitive Habitats:

Sensitive habitat lands include unique vegetation communities and/or habitat that is either necessary to support a viable population of sensitive species, is critical to the proper functioning of a balanced natural ecosystem, or which serves as a functioning wildlife corridor. No sensitive habitat lands were identified on the site. Therefore, it has been found that the proposed project complies with Section 86.604(f) of the RPO.

Significant Prehistoric and Historic Sites:

The property has been surveyed by a County of San Diego approved archaeologist, Patrick McGinnis of Tierra Environmental Services on April 22, 2008, and it has been determined there is one archaeological site. Testing and other investigation determined the archaeological site does not meet the definition of significant site in a cultural resources report titled, "Cultural Resources Report Valley Center View Properties, Miller Road, Valley Center, County of San Diego, California", dated October 2008. The site does not need to be preserved under the Resource Protection Ordinance. It has been determined that there are no impacts to historical resources because they do not occur within the project site. Therefore, it has been found that the proposed project complies with Section 86.604(g) of the RPO.

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

YES

NO

NOT APPLICABLE

Discussion:

The project's Stormwater Quality Management Plan for Priority Development Projects has been found to be complete and in compliance with the WPO.

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

YES

NO

NOT APPLICABLE

Discussion:

The proposal would not expose people to nor generate potentially significant noise levels which exceed the allowable limits of the County of San Diego Noise Element of the General Plan, County of San Diego Noise Ordinance, and other applicable local, State, and Federal noise control regulations. Noise levels of the proposed tunnel equipment and AC units were calculated at surrounding property lines considering the proposed equipment and proposed tunnel. The highest noise level would be 50.9 dBA at the nearest commercial receiver to the east and 46.2 dBA at the nearest residential receiver to the northwest. Equipment noise levels are expected to meet applicable noise limits of the County of San Diego at all surrounding property lines. In addition, project traffic would increase the noise level by 0.4 dBA, which is less than the threshold of 3 decibels. Therefore, project-generated traffic would be less than significant.

Attachment D – Form of Decision



County of San Diego

DAHVIA LYNCH
DIRECTOR

PLANNING & DEVELOPMENT SERVICES
5510 OVERLAND AVENUE, SUITE 310, SAN DIEGO, CA 92123
(858) 505-6445 General • (858) 694-2705 Codes
(858) 565-5920 Building Services
www.SDCPDS.org

VINCE NICOLETTI
ASSISTANT DIRECTOR

July 26, 2024

PERMITTEE: DAVID CARATTINI
MINOR USE PERMIT: PDS2022-MUP-22-003
E.R. NUMBER: PDS2022-ER-08-01-008A
PROPERTY: 28874 VALLEY CENTER ROAD, VALLEY CENTER, CA
APN(S): 188-231-36-00

DECISION OF THE PLANNING COMMISSION

This Major Use Permit for MUP-22-003 consists of Seven (7) sheets including a site plan, and elevations. This permit authorizes construction and operation of a 3,300-foot automatic carwash.

MAJOR USE PERMIT EXPIRATION: This Major Use Permit shall expire on **July 26, 2026** at 4:00 p.m. (or such longer period as may be approved pursuant to Section 7376 of The Zoning Ordinance of the County of San Diego prior to said expiration date) unless construction or use in reliance on this Minor Use Permit has commenced prior to said expiration date.

.....
WAIVERS AND EXCEPTIONS: This permit is hereby approved pursuant to the provisions of the County Public and Private Road Standards, and all other required ordinances of San Diego County except for a waiver or modification of the County Public and Private Road Standards requirements to permit:

1. County Public Road Standards, Section 6.1.C.2 indicates: "Minimum distance between roads entering into other roads shall be as follows: Non-Mobility Element Roads entering into other Mobility Element Roads shall have their centerlines separated by at least 300 feet". The available project frontage is approximately 350 feet, but the topography of the property and location of the existing rock outcropping limit the project frontage to 235 feet usable. The Department of Public Works has received and supported a request to reduce the driveway separation along Valley Center Road from 300 feet to 240 feet between a proposed driveway and Miller Road. (See approved letter dated November 10, 2008)
2. The San Diego Area Regional Standard Drawings, Detail G-16 limits the width of commercial driveways to thirty feet (30') maximum. The Valley Center Design

Guidelines, Section 12.F limits curb openings (driveway aprons) to be maximum thirty-six (36') in width. The County of San Diego Off-Street Parking Design Manual, Section II.E includes a requirement that commercial driveways be between twelve feet (12') and thirty feet (30') wide. The Department of Public Works has received and supported a request to provide wider driveways than currently allowed by the San Diego Area Regional Standard Drawings, the Valley Center Design Guidelines, and the County of San Diego Off-Street Parking Design Manual for two proposed driveway approaches, one on Valley Center Road, and one along Miller Road. (See approved letter dated April 15, 2011)

3. County Public Road Standards, Section 6.1.C.2 indicates: "Minimum distance between roads entering into other roads shall be as follows: Non-Mobility Element Roads entering into other Mobility Element Roads shall have their centerlines separated by at least 300 feet". The site frontage along Miller Road is restricted by the zoning boundary which limits the driveway separation. The project's access to Valley Center Road is restricted to right-in/right-out movements only. Therefore the project will need to provide two driveways on Miller Road to provide proper access and circulation. The Department of Public Works has received and supported a request to reduce the driveway separation along Miller Road from 300 feet to 175 feet between the two proposed driveways, and reduce 300 feet to 200 feet between the southerly driveway and Valley Center Road. (See approved letter dated March 2, 2012)
4. County Public Road Standards, Section 6.1.E indicates: "Sight distance requirements at all intersections shall conform to the intersectional sight distance criteria as provided in Table 5." The Department of Public Works has received and supported a request to reduce the minimum corner sight distance from the project's northerly driveway along Miller Road, in the northerly direction, to 276 feet AASHTO stopping sight distance criteria. The request also asked to allow a channelization design on Miller Road that would provide a 135 foot long two-way left turn lane, and associated striping just south of the northerly driveway. (See approved letter dated April 5, 2012)

SPECIFIC CONDITIONS: Compliance with the following Specific Conditions (Mitigation Measures when applicable) shall be established before the property can be used in reliance upon this Site Plan. Where specifically indicated, actions are required prior to approval of any grading, improvement, building plan and issuance of grading, construction, building, or other permits as specified:

ANY PERMIT: (Prior to the issuance of any permit and prior to occupancy or use of the premises in reliance of this permit).

1. GEN#1-COST RECOVERY

INTENT: In order to comply with Section 362 of Article XX of the San Diego County Administrative Code, Schedule B.5, existing deficit accounts associated with processing this permit shall be paid. **DESCRIPTION OF REQUIREMENT:** The applicant shall pay off all existing deficit accounts associated with processing this permit. **DOCUMENTATION:** The applicant shall provide evidence to Planning & Development Services, Zoning Counter, which shows that all fees and trust account deficits have been paid. No permit can be issued if there are deficit trust accounts. **TIMING:** Prior to the approval of any plan and prior to the issuance of any permit and prior to use in reliance of this permit, all fees

and trust account deficits shall be paid. **MONITORING:** The PDS Zoning Counter shall verify that all fees and trust account deficits have been paid.

2. GEN#2-RECORDATION OF DECISION

INTENT: In order to comply with Section 7019 of the Zoning Ordinance, the Permit Decision shall be recorded to provide constructive notice to all purchasers, transferees, or other successors to the interests of the owners named, of the rights and obligations created by this permit. **DESCRIPTION OF REQUIREMENT:** The applicant shall sign, notarize with an all-purpose acknowledgement' and return the original recordation form to PDS. **DOCUMENTATION:** Signed and notarized original recordation form. **TIMING:** Prior to the approval of any plan and prior to the issuance of any permit and prior to use in reliance of this permit, a signed and notarized copy of the Decision shall be recorded by PDS at the County Recorder's Office. **MONITORING:** The PDS Zoning Counter shall verify that the Decision was recorded and that a copy of the recorded document is on file at PDS.

3. ROADS#1-SIGHT DISTANCE

INTENT: In order to provide an unobstructed view for safety while exiting the property and accessing a public road from the site, and to comply with the Design Standards of Section 6.1.(E) of the County of San Diego Public Road Standards, an unobstructed sight distance shall be verified. **DESCRIPTION OF REQUIREMENT:**

- a. A registered civil engineer or a licensed land surveyor provides a certified signed statement that: "There is a minimum _____ feet of unobstructed intersectional sight distance in both directions along Valley Center Road (SF 639) from the proposed driveway in accordance with the methodology described in Table 5 of the March 2012 County of San Diego Public Road Standards. These sight distances exceed the required intersectional Sight Distance requirements of _____ as described in Table 5 based on a speed of _____, which I have verified to be the higher of the prevailing speed or the minimum design speed of the road classification. I have exercised responsible charge for the certification as defined in Section 6703 of the Professional Engineers Act of the California Business and Professions Code."
- b. A registered civil engineer or a licensed land surveyor provides a certified signed statement that: "There is a minimum _____ feet of unobstructed intersectional sight distance in both directions along Miller Road from the proposed southerly project driveway in accordance with the methodology described in Table 5 of the March 2012 County of San Diego Public Road Standards. These sight distances exceed the required intersectional Sight Distance requirements of _____ as described in Table 5 based on a speed of _____, which I have verified to be the higher of the prevailing speed or the minimum design speed of the road classification. I have exercised responsible charge for the certification as defined in Section 6703 of the Professional Engineers Act of the California Business and Professions Code."
- c. If the lines of sight fall within the existing public road right-of-way, the engineer or surveyor shall further certify: "Said lines of sight fall within the existing right-of-way and a clear space easement is not required."

DOCUMENTATION: The applicant shall complete the certifications and submit them to the [PDS, LDR] for review. **TIMING:** Prior to the approval of any plan, issuance of any permit, and prior to occupancy or use of the premises in reliance of this permit, the sight distance shall be verified. **MONITORING:** The [PDS, LDR] shall verify the sight distance certifications.

4. DRNG#1–DRAINAGE IMPROVEMENTS

INTENT: In order to provide the required drainage improvements for the project and to comply with the County Flood Damage Prevention Ordinance {Title 8, Division 11), County Watershed Protection Ordinance {WPO) No.10096, County Code Section 67.801 et. seq., the County Resource Protection Ordinance (RPO) No. 9842, the drainage improvements shall be completed. **DESCRIPTION OF REQUIREMENT:** Improve or agree to improve and provide security for the storm drain and associated drainage improvements within the site.

All drainage plan improvements shall be prepared and completed pursuant to the following ordinances and standards: San Diego County Drainage Design Manual, San Diego County Hydrology Manual, County of San Diego Grading Ordinance, Zoning Ordinance Sections 5300 through 5500, County Resource Protection Ordinance (RPO) No. 9842, and County Flood Damage Protection Ordinance {Title 8, Division 11), Low Impact Development (LID) and Hydromodification requirements and the Land Development Improvement Plan Checking Manual. The improvements shall be completed within 24 months from the approval of the improvement plans, execution of the agreements, and acceptance of the securities. No Building permit can receive final approval or occupancy until these improvements are completed. **DOCUMENTATION:** The applicant shall complete the following:

- a. Process and obtain approval of Improvement Plans for the storm drain and associated drainage improvements within the site.
- b. Provide Secured agreements require posting security in accordance with Section 7613 of the Zoning Ordinance.
- c. Pay all applicable inspection fees with [DPW, PDCI].
- d. If the applicant is a representative, then a one of the following is required: a corporate certificate indicating those corporation officers authorized to sign for the corporation, or a partnership agreement recorded in this County indicating who is authorized to sign for the partnership.

TIMING: Prior to approval of any grading or improvement plan and prior to issuance of any grading or construction permit, and prior to use of the property in reliance of this permit, the plans, agreements, and securities shall be approved. **MONITORING:** The [OPW, LOR] shall review the plans for consistency with this condition and County Standards. Upon approval of the plans [OPW, LOR] shall request the required securities and improvement agreements. The securities and improvement agreements shall be approved by the Director of DPW before any work can commence.

5. UTILITIES#1–PAVEMENT CUT POLICY

INTENT: In order to prohibit trench cuts for undergrounding of utilities in all new, reconstructed, or resurfaced paved County-maintained roads for a period of three years following project pavement treatment, and to comply with County Policy RO-7 adjacent property owners shall be notified and solicited for their participation in the extension of utilities. **DESCRIPTION OF REQUIREMENT:** All adjacent property owners shall be notified who may be affected by this policy and are considering development of applicable properties, this includes requesting their participation in the extension of utilities to comply with this policy. No trench cuts for undergrounding of utilities in all new, reconstructed, or resurfaced paved County-maintained roads for a period of three years following project surface. **DOCUMENTATION:** The applicant shall sign a statement that they are aware of the County of San Diego Pavement Cut Policy and submit it to the [PDS LDR] for review. **TIMING:** Prior to approval of any grading or improvement plan and prior to issuance of any grading or construction permit, and prior to use of the property in reliance of this permit, the Acknowledgement of Department of Public Works Pavement Cut Policy shall be submitted for approval. **MONITORING:** [PDS, LDR] shall review the acknowledgement letter to determine compliance with the condition.

6. **CULT#1 - TRIBAL MONITORING**

INTENT: Due to the sensitivity of the area, and in order to mitigate for potential impacts to undiscovered buried tribal cultural resources, a Tribal Monitoring Program shall be implemented pursuant to the County of San Diego Guidelines for Determining Significance for Cultural Resources and the California Environmental Quality Act (CEQA). **DESCRIPTION OF REQUIREMENT:** Both a Luiseño monitor from the Rincon Band (Rincon monitor) and a Kumeyaay monitor from the San Pasqual Band (San Pasqual monitor) shall be contracted to perform tribal monitoring during grading, clearing, grubbing, trenching, and construction that involve earth disturbing activities. The tribal monitoring program shall include the following:

- a. The Rincon and San Pasqual monitors shall perform the monitoring duties before, during and after construction. The Rincon and San Pasqual monitors shall also evaluate fill soils to determine that they are clean of cultural resources, if required. The contract or letter of acceptance provided to the County shall include an agreement that the Tribal monitoring will be completed. The contract or letter of acceptance shall include a cost estimate for the monitoring work and reporting.
- b. The Project Archeologist shall provide evidence that a Native American monitor from the San Pasqual Tribe has been contracted by the property owner or their representative to perform Native American monitoring for the project.

DOCUMENTATION: The applicant shall provide a copy of the Tribal Monitoring Contract or letter of acceptance and cost estimate to [PDS, PPD]. Additionally, the cost amount of the monitoring work shall be added to the grading bond cost estimate. **TIMING:** Prior to approval of any grading and or improvement plans and issuance of any Grading or Construction Permits. **MONITORING:** [PDS, PPD] shall review the contract or letter of acceptance, MOU and cost estimate or separate bonds for compliance with this condition. The cost estimate should be forwarded to [PDS, PPD] for inclusion in the grading bond cost estimate, and grading bonds and the grading monitoring requirement shall be made a condition of the issuance of the grading or construction permit.

7. **CULT#2 – TRIBAL CULTURAL RESOURCES TREATMENT AGREEMENT AND PRESERVATION PLAN**

INTENT: In order to mitigate for potential impacts to Tribal Cultural Resources, develop and enter into a Tribal Cultural Resources Treatment Agreement and Preservation Plan with the Rincon Band of Mission Indians (Rincon Band) and the San Pasqual Band of Diegueño Mission Indians (San Pasqual Band). **DESCRIPTION OF REQUIREMENT:** A single Tribal Cultural Resources Treatment Agreement and Preservation Plan shall be developed between the applicant or their representative, and the Rincon Band and San Pasqual Band. The Tribal Cultural Resources Treatment Agreement and Preservation Plan shall be reviewed and agreed to by the County prior to final signature and authorization. The Tribal Cultural Resources Treatment Agreement and Preservation Plan shall include but is not limited to the following:

- a. Parties entering into the agreement and contact information.
- b. Responsibilities of the Property Owner or their representative, Luiseño and Kumeyaay Native American monitors, and consulting tribes.
- c. Requirements of the Tribal Monitoring Program including unanticipated discoveries. The requirements shall address grading and grubbing requirements including controlled grading and controlled vegetation removal in areas of cultural sensitivity, and analysis of identified cultural materials.
- d. Excavated soils. Consultation with the Rincon Band and San Pasqual Band shall occur should excavated soils need to be exported offsite.
- e. Treatment of identified Native American cultural materials. Any identified Native American cultural materials with the exception of Native American human remains and associated grave goods (described in item g below) are to be reburied onsite. The Treatment Agreement and Preservation Plan shall identify a suitable location for reburial of cultural materials should they be encountered and recovered during construction monitoring. Should the reburial area be required, the location shall be recorded on Department of Parks and Recreation (DPR) forms, and an open space easement shall be dedicated for the protection of the resources in perpetuity. If the proposed reburial location is not required, then neither recordation on DPR forms, nor dedication of an open space easement over the proposed location is required.
- f. Deed restriction. Details of the requirement for a deed restriction for reburial of identified Native American cultural materials. The requirements shall address protection of Native American cultural materials, access, and responsibilities for management and maintenance of the open space.
- g. Treatment of Native American human remains and associated grave goods. Consultation with the Most Likely Descendant (MLD) pursuant to Public Resources Code §5097.98, CEQA §15064.5 and Health & Safety Code §7050.5 shall be followed in the event that human remains are discovered. The Treatment Agreement and Preservation Plan shall identify a suitable location for reburial of human remains, sacred items, and funerary items, should they be encountered and recovered during construction monitoring. Should the reburial area be required, the location shall be recorded on Department of Parks and

Recreation (DPR) forms, and an open space easement shall be dedicated for the protection of the resources in perpetuity. If the proposed reburial location is not required, then neither recordation on DPR forms, nor dedication of an open space easement over the proposed location is required.

- h. Confidentiality of cultural information including location and data.
- i. Negotiation of disagreements should they arise during the implementation of the Agreement and Preservation Plan.
- j. Regulations that apply to cultural resources that have been identified or may be identified during project construction.

DOCUMENTATION: A copy of the implemented agreement shall be submitted to the [PDS, PPD] for approval. **TIMING:** Prior to approval of any grading and/or improvement plans and issuance of any Grading or Construction Permits. **MONITORING:** The [PDS, PPD] shall review the implemented agreement for compliance this condition.

GRADING PERMIT: *(Prior to approval of any grading and or improvement plans and issuance of any Grading or Construction Permits).*

8. BIO#1- PLAN CONDITIONS NOTE.

INTENT: In order to implement the required mitigation measures, for which was the basis for approval of this project pursuant to Section 87.207 of the County Grading Ordinance the condition notes shall be implemented on the final engineering plans and made conditions of the permit issuance. **DESCRIPTION OF REQUIREMENT:** The final engineering plans shall include the following condition notes and made conditions of the issuance of said permit:

- a. To avoid the direct loss of nest(s) protected under the MBTA a pre-construction nesting survey of vegetated areas adjacent to the site will be required. If project brushing, clearing, grubbing, grading, or other construction activities are proposed with during the migratory bird breeding season (February 1 through August 31), a qualified County-approved biologist shall conduct a pre-construction bird and raptor survey no more than three days prior to the scheduled operations to determine the presence/absence of nesting raptors and/or other migratory birds to ensure that active nests are not impacted. If an active nest is identified, a buffer would be established between the construction activities and the nest so that nesting activities are not interrupted. The buffer should be a minimum of 300 feet for migratory bird species and 500 feet for raptor species, be delineated by temporary fencing, and remain in effect as long as construction is occurring or until the nest is no longer active. No project construction would be allowed to occur within the fenced zone until the young have fledged and would not be impacted by the project.

DOCUMENTATION: The applicant shall submit the grading, improvement and building plans, which shall include the above reference condition notes. The condition notes shall be in addition to what is already approved on the Conceptual Grading and Improvement Plan, unless indicated in this condition that it is superseding. Changes to the final engineering plans that are not consistent with the conceptual plan may cause further

environmental review. **TIMING:** Prior to approval of any grading and or improvement plans and issuance of any Grading or Construction Permits) for any phase, the notes and items shall be placed on the plans. **MONITORING:** The [DPW, ESU, or PDS, BD for PDS Minor Grading and DPR, TC and PP for trail and park improvements] shall verify that the grading and or improvement plan requirements have been implemented on the final engineering plans. The environmental mitigation notes shall be made conditions of the issuance of said grading or construction permit.

BUILDING PERMIT: (Prior to approval of any building plan and the issuance of any building permit).

9. GEN#3–INSPECTION FEE

INTENT: In order to comply with Zoning Ordinance Section 7362.e the inspection fee shall be paid. **DESCRIPTION OF REQUIREMENT:** Pay the inspection fee at the [PDS, ZC] to cover the cost of inspection(s) of the property to monitor ongoing conditions associated with this permit. In addition, submit a letter indicating who should be contacted to schedule the inspection. **DOCUMENTATION:** The applicant shall provide a receipt showing that the inspection fee has been paid along with updated contact information [PDS, PCC]. **TIMING:** Prior to any approval of any building plan, issuance of any building permit, and/or final sign off associated with the structures referenced above, compliance with this condition is required. **MONITORING:** The [PDS, ZC] shall process an invoice and collect the fee. PDS will schedule an inspection within one year from the date that occupancy or use of the site was established.

10. PLN#1–SITE PLAN IMPLEMENTATION

INTENT: In order to comply with the approved project design indicated on the approved plot plan, the project shall be constructed as indicated on the approved building and construction plans. **DESCRIPTION OF REQUIREMENT:** The site shall conform to the approved plot plan and the building plans. This includes but is not limited to installing all required design features, painting all equipment with the approved colors, and removing all temporary construction facilities from the site. **DOCUMENTATION:** The applicant shall ensure that the site conforms to the approved plot plan and building plans. **TIMING:** Prior to approval of any building plan, issuance of any building permit, and/or final sign off associated with the structures referenced above, compliance with this condition is required. **MONITORING:** The [PDS, BI] and [DPR TC, PP] shall inspect the site for compliance with the approved Building Plans.

11. ROADS#2–PUBLIC ROAD IMPROVEMENTS

INTENT: In order to promote orderly development and to comply with the Centerline Ordinance Sec. 51.301 et. al. and the County Trails Master Plan (Community Trails Master Plan), **Valley Center Road (SF 639)** and **Miller Road** shall be improved. **DESCRIPTION OF REQUIREMENT:**

- a. Improve or agree to improve and provide security for **Miller Road** along the project frontage (approximately 360 feet along Miller road from the centerline of Valley Center Road), to a Minor Collector Road with intermittent turn lanes (2.38), to a graded width of forty-one feet (41') from centerline, and to improved width of twenty-seven feet (27') from centerline, with curb, gutter, and disintegrated granite pathway, with face of curb at twenty-seven feet (27') from

centerline. A left turn pocket and channelization design provided with the approved exception request dated April 5, 2012 shall be installed to the satisfaction of the Director of Public Works.

All plans and improvements shall be completed pursuant to the County of San Diego Public Road Standards, the DPW Land Development Improvement Plan Checking Manual and the Community Trails Master Plan. The improvements shall be completed within 24 months from the approval of the improvement plans, execution of the agreements, and acceptance of the securities. **DOCUMENTATION:** The applicant shall complete the following:

- b. Process and obtain approval of Improvement Plans to improve **Valley Center Road (SF 639)** and **Miller Road**.
- c. Provide Secured agreements. The required security shall be in accordance with Section 7613 of the Zoning Ordinance.
- d. Pay all applicable inspection fees with *[DPW, PDCI]*.
- e. If the applicant is a representative, then a one of the following is required: a corporate certificate indicating those corporation officers authorized to sign for the corporation, or a partnership agreement recorded in this County indicating who is authorized to sign for the partnership.
- f. Obtain approval for the design and construction of all driveways, turnarounds, pathways and private easement road improvements to the satisfaction of the Valley Center Fire Protection District and the *[PDS, LDR]*.
- g. Obtain a Construction Permit for any work within the County road right-of-way. DPW Construction/Road right-of-way Permits Services Section should be contacted at rowpermitcounter@sdcounty.ca.gov or (858)-694-2055 to coordinate departmental requirements. Also, before trimming, removing or planting trees or shrubs in the County Road right-of-way, the applicant must first obtain a permit to remove, plant or trim shrubs or trees from the Permit Services Section.

TIMING: Prior to approval of any building plan and the issuance of any building permit the plans shall be approved and securities must be provided. **MONITORING:** The *[PDS, LDR]* and *[DPR, TC]* shall review the plans for consistency with the condition and County Standards and Community Trails Master Plan. Upon approval of the plans *[PDS, LDR]* shall request the required securities and improvement agreements. The securities and improvement agreements shall be approved by the Director of DPW before any work can commence.

12. ROADS#3—ROAD IMPROVEMENTS AS MITIGATION

INTENT: In order to promote orderly development and to mitigate direct impacts to less than significant as identified in the Traffic Impact Study prepared by Darnell & Associates revised December 8, 2010, a traffic signal at the intersection of Valley Center Road (SF 639) and Miller Road shall be constructed shall be required.

DESCRIPTION OF REQUIREMENT:

- a. Improve or agree to improve and provide security for construction of a traffic

signal at the intersection of **Valley Center Road** (SF 639) and **Miller Road** to provide the following lane configurations:

- 1) One (1) eastbound left turn lane
- 2) Two (2) eastbound through lanes
- 3) One (1) westbound left turn lane
- 4) One (1) westbound through lane
- 5) One (1) westbound shared through-right lane
- 6) One (1) southbound left turn lane; and
- 7) One (1) southbound shared through-right lane

The applicant shall perform a detailed warrant analysis prior to the issuance of the first building permit, in order to confirm that construction of the traffic signal is warranted at that time. If the traffic signal is warranted at that time, then the applicant shall install the signal prior to the issuance of any building permit. If the traffic signal is not warranted at that time, then the traffic signal shall not be required to be installed until a subsequent signal warrant analysis performed for a subsequent building permit shows that warrants are met.

All plans and improvements shall be completed pursuant to the County of San Diego Public Road Standards, the DPW Land Development Improvement Plan Checking Manual and the Community Trails Master Plan. The improvements shall be completed within 24 months from the approval of the improvement plans, execution of the agreements, and acceptance of the securities. **DOCUMENTATION:** The applicant shall complete the following:

- b. Process and obtain approval of Improvement Plans for a traffic signal at Valley Center Road (SF 639) and Miller Road.
- c. Provide Secured Agreements. The required security shall be in accordance with Section 7613 of the Zoning Ordinance.
- d. Pay all applicable inspection fees with [DPW, PDCI].
- e. If the applicant is a representative, then a one of the following is required: a corporate certificate indicating those corporation officers authorized to sign for the corporation, or a partnership agreement recorded in this County indicating who is authorized to sign for the partnership.
- f. Obtain a Construction Permit for any work within the County road right-of- way. DPW Construction/Road right-of-way Permits Services Section should be contacted at rowpermitcounter@sdcounty.ca.gov or (858)-694-2055 to coordinate departmental requirements. Also, before trimming, removing or planting trees or shrubs in the County Road right-of-way, the applicant must first obtain a permit to remove, plant or trim shrubs or trees from the Permit Services Section.

TIMING: Prior to approval of any building plan and the issuance of any building permit the plans shall be approved and securities must be provided. **MONITORING:** The

[PDS, LDR] shall review the plans for consistency with the condition. Upon approval of the plans [PDS, LDR] shall request the required securities and improvement agreements. The securities and improvement agreement shall be approved by the Director of PDS before any work can commence.

13. ROADS#4-ANNEX TO LIGHTING DISTRICT

INTENT: In order to promote orderly development and to comply with the Street Lighting Requirements of the County of San Diego Board Policy I-18 and the County of San Diego Public Road Standards, the property shall transfer into the Lighting District. **DESCRIPTION OF REQUIREMENT:** Allow the transfer of the property subject of this permit into Zone A of the San Diego County Street Lighting District without notice or hearing, and pay the cost to process such transfer. **DOCUMENTATION:** The applicant shall pay the Zone A Lighting District Annexation Fee at the [PDS, LDR]. The applicant shall provide the receipt to [PDS, PCC]. **TIMING:** Prior to building permit issuance, or use in the premises in reliance of this permit, the fee shall be paid. **MONITORING:** The [PDS, LDR] shall calculate the fee pursuant to this condition and provide a receipt of payment for the applicant.

14. FIRE#1- FIRE DISTRICT REVIEW

INTENT: In order to comply with the approved project design indicated on the approved plot plan, the project shall be reviewed and approved by the Valley Center Fire Protection District (VCFPD). **DESCRIPTION OF REQUIREMENT:** The applicant will ensure that the VCFPD reviews the project prior to building permit to ensure that the fire sprinklers in the carwash (NFPA 13) and other required design features have been incorporated into the final design. **DOCUMENTATION:** The [PDS, LDR] shall review the plans for consistency with the condition. **TIMING:** Prior to building permit issuance, or use in the premises in reliance of this permit, the VCFPD must provide a review and approval. **MONITORING:** The [PDS, LDR] and [DPR, TC] shall review the plans for consistency with the condition.

15. FIRE#2-BUILDING FEATURES

INTENT: In order to comply with the approved project design and indicated on the approved plot plan. **DESCRIPTION OF REQUIREMENT:** The exterior walls of the proposed building shall be constructed with one-hour fire resistant building materials and protected with two-inch nominal solid blocking between rafters at all roof overhangs and under the exterior wall covering (in accordance with State Fire Marshal [SFM] 12-7A-1). Portable fire extinguishers are required for the proposed building and shall be mounted on walls near exits with appropriate signage. **DOCUMENTATION:** The [PDS, LDR] shall review the plans for consistency with the condition. **TIMING:** Prior to building permit issuance, or use in the premises in reliance of this permit **MONITORING:** The [PDS, LDR] and [DPR, TC] shall review the plans for consistency with the condition.

OCCUPANCY: (Prior to any occupancy, final grading release, or use of the premises in reliance of this permit).

16. PLN#2-SITE PLAN IMPLEMENTATION

INTENT: In order to comply with the approved project design indicated on the approved plot plan, the project shall be constructed as indicated on the approved building and construction plans. **DESCRIPTION OF REQUIREMENT:** The site shall conform to the approved plot plan and the building plans. This includes, but is not limited to: installing

all required design features, and removing all temporary construction facilities from the site. **DOCUMENTATION:** The applicant shall ensure that the site conforms to the approved plot plan and building plans. **TIMING:** Prior to any occupancy, final grading release, or use of the premises in reliance of this permit, the site shall conform to the approved plans. **MONITORING:** The [PDS, BI] and [DPR TC, PP] shall inspect the site for compliance with the approved Building Plans.

17. ROADS#5–SIGHT DISTANCE

INTENT: In order to provide an unobstructed view for safety while exiting the property and accessing a public road from the site, and to comply with the Design Standards of Section 6.1.E of the County of San Diego Public Road Standards, an unobstructed sight distance shall be verified. **DESCRIPTION OF REQUIREMENT:**

- a. A registered civil engineer or a licensed land surveyor provides a certified signed statement that: "There is a minimum _____ feet of unobstructed intersectional sight distance in both directions along **Valley Center Road (SF 639)** from the proposed driveway in accordance with the methodology described in Table 5 of the March 2012 County of San Diego Public Road Standards. These sight distances exceed the required intersectional Sight Distance requirements of _____ as described in Table 5 based on a speed of _____, which I have verified to be the higher of the prevailing speed or the minimum design speed of the road classification. I have exercised responsible charge for the certification as defined in Section 6703 of the Professional Engineers Act of the California Business and Professions Code."
- b. A registered civil engineer or a licensed land surveyor provides a certified signed statement that: "There is a minimum _____ feet of unobstructed intersectional sight distance in both directions along **Miller Road** from the proposed southerly project driveway in accordance with the methodology described in Table 5 of the March 2012 County of San Diego Public Road Standards. These sight distances exceed the required intersectional Sight Distance requirements of _____ as described in Table 5 based on a speed of _____, which I have verified to be the higher of the prevailing speed or the minimum design speed of the road classification. I have exercised responsible charge for the certification as defined in Section 6703 of the Professional Engineers Act of the California Business and Professions Code."
- c. If the lines of sight fall within the existing public road right-of-way, the engineer or surveyor shall further certify: "Said lines of sight fall within the existing right-of-way and a clear space easement is not required."

DOCUMENTATION: The applicant shall complete the certifications and submit them to the [PDS, LDR] for review. **TIMING:** Prior to occupancy of the first structure built in association with this permit, or use of the premises in reliance of this permit, and annually after that until the project is completely built, the sight distance shall be verified. **MONITORING:** The [PDS, LDR] shall verify the sight distance certifications for compliance with this condition.

18. ROADS#6–INSTALL STREETLIGHTS

INTENT: In order to promote orderly development and to comply with the Street Lighting Requirements of the County of San Diego Board Policy I-18, streetlights shall be installed and energized. **DESCRIPTION OF REQUIREMENT:** Streetlights to be provided to the satisfaction of County of San Diego Public Roads Standard. Install or arrange to install streetlights to County standards and the satisfaction of the Director of PDS, and deposit with PDS, a cash deposit sufficient to energize and operate the streetlights until the property has been transferred into Zone A. **DOCUMENTATION:** The applicant shall pay the Zone A Lighting District Annexation Fee at the [PDS, LDR], and arrange for the installation and energizing of the streetlights. **TIMING:** Prior to occupancy of the first structure built in association with this permit, final grading release, or use in the premises in reliance of this permit, the streetlights shall be installed and all fees paid. **MONITORING:** The [PDS, LDR] shall calculate the fee pursuant to this condition and provide a receipt of payment for the applicant. The [PDS, LDR] shall ensure that the streetlights have been installed and all fees have been paid.

19. STRMWTR#1–VERIFICATION OF STRUCTURAL BMPs

INTENT: In order to promote orderly development and to comply with the County Watershed Protection Ordinance (WPO) No.10410 (County Code Section 67.801 et. seq.), verification of Structural BMPs shall be completed. **DESCRIPTION OF REQUIREMENT:** Complete a Structural BMP Verification Form as shown in Attachment 10 of the PDP SWQMP. **DOCUMENTATION:** The applicant shall process the Structural BMP Verification Forms with [DPW, PDCI] or [PDS, BLDG]. **TIMING:** Prior to any occupancy, final grading release, or use of the premises in reliance of this permit; execution of the Structural BMP Verification Form shall be completed. **MONITORING:** The [PDS, LDR] and [DPW, WPP] shall review the Structural BMP Verification Forms for consistency with the condition and County Standards.

20. CULT#2 – TRIBAL CULTURAL RESOURCES MONITORING REPORT

INTENT: In order to ensure that the Tribal monitoring occurred during the earth-disturbing activities, a final letter report shall be prepared. **DESCRIPTION OF REQUIREMENT:** A final Tribal Monitoring Report that documents the results, analysis, and conclusions of the Tribal Monitoring Program shall be prepared. The report shall include the following items:

- a. Daily Monitoring Logs, if available.
- b. Evidence that all Native American cultural materials in order of preference have been conveyed as follows:
 - (1) Evidence that all prehistoric materials collected during the tribal monitoring program have been reburied onsite.

or

If reburial is not feasible, evidence that all Native American materials collected during the tribal monitoring program have been repatriated to a Native American group of appropriate tribal affinity. Evidence shall be in the form of a letter from the Native American tribe to whom the tribal cultural resources have been repatriated identifying that the tribal cultural resources materials have been received.

- d. If no tribal cultural resources are discovered, a Negative Monitoring Letter Report or email from the monitoring Tribes must be submitted stating that the monitoring activities have been completed. Monitoring Logs must be submitted with the negative monitoring letter report or email.

DOCUMENTATION: The applicant and/or the Rincon Band and/or the San Pasqual Band shall prepare the final letter report and submit it to the [PDS, PPD] for approval. Once approved, a final copy of the report shall be submitted to the South Coastal Information Center and any culturally-affiliated Tribe who requests a copy by the PDS archaeologist. **TIMING:** Prior to any occupancy, final grading release, or use of the premises in reliance of this permit, the final report shall be prepared. **MONITORING:** The [PDS, PPD] shall review the final report for compliance with this condition.

ONGOING: *(The following conditions shall apply during the term of this permit).*

21. FIRE#3 – ON-GOING FIRE PROTECTION:

INTENT: In order to comply with the County of San Diego Fire Code Sections 96.1.4703 and 96.1.4707, the site shall comply with the approved Fire Protection Plan the Miller Road Development Project. **DESCRIPTION OF REQUIREMENT:** The following measures approved in the Fire Protection Plan shall be implemented and maintained:

- a. Landscaping materials will include plants from the approved plant list in Appendix A of the FPP or as approved by the Fire Marshall.
- b. All undesirable non-native vegetation will be removed. Replanting will be with drought tolerant, fire resistive fire-resistant landscaping.
- c. Vegetation may include single or cluster of thinned fire resistant native and ornamental plants (e.g., oaks, sumac, toyon, etc.).
- d. Dense plant masses adjacent to the structures and at bases of trees and tree clusters will not be placed in this zone. Provide low growing, fire resistive, deep rooted, drought tolerant planting to maintain erosion control and soil stability, especially on manufactured slopes.
- e. Native or ornamental trees retained within fuel modification zones will be pruned to maintain a vertical separation of approximately 10 feet above underlying shrubs or groundcover. Pruning of the shrubs will minimize the impact of the tree pruning.
- f. Trees and large shrubs over 15 feet in height (oaks, sumac, toyon, etc.) pruned to provide clearance between plants of three times the height of understory plants, or 10 feet, whichever is greater.
- g. Large continuous masses of shrubs and understory less than 15 feet in height will be thinned to remove fuel and provide at least 10 feet between shrub masses, or individual shrubs. Thinning will reduce the overall canopy coverage of the area a minimum of 50 percent.

- h. If shrubs are located underneath a tree's drip line, the lowest branch shall be at least three times as high as the understory shrubs or 10 feet, whichever is greater.
- i. Trees may be planted and/or maintained as individual specimens, or clustered with no more than three trees in a single cluster with a minimum distance between mature canopies of 20 feet; avoid planting trees directly uphill of one another.
- j. Tree canopies will not be allowed to overhang the roof of any structure; the outer edge of the canopies of mature trees will be a minimum of 10 feet from the building eaves, and free of all dead or dying parts. All the dead material must be pruned out of all vegetation on an as needed basis.
- k. Mature heights of new shrub plantings will be a maximum of 36 Inches.
- l. Mulches, chips and other small multi-cuttings (cut to less than two inches in diameter and four inches in length) shall be evenly spread over the area no more than 4 inches at least 50 feet from structures. This can be used to maintain soil moisture and prevent grass and weed encroachments within the treated areas. Regular maintenance, vegetation pruning, and continued irrigation are most important in this Zone.
- m. Firewood or other combustible materials will not be stored in unenclosed spaces beneath buildings or structures, or on decks or under eaves, canopies or other projections or overhangs. Storage may occur in the defensible space located a minimum of 20 feet from structures and separated from the crown of trees by a minimum of 10 feet, measured horizontally.
- n. Certain ornamental plants shall not be planted or allowed to become established within the zone unless otherwise noted in the recommended Plant List in Appendix A of the FPP or as approved by the Fire Marshal.
- o. As the native vegetation cover in Zone 1 is reduced, there is a very high probability that the openings will be dominated with non-native weed or grass species. Therefore, all grasses and weeds are to be mowed or weed-whipped to a 4-inch stubble height by June 1st of each year or when the fuels become cured, whichever occurs first. Any vegetation biomass (debris and trimmings) produced by thinning and pruning shall be removed from the site or converted to mulch by chipping and evenly distributed to a maximum depth of 4 inches.
- p. Plants in this zone will not include any pyrophytes that are high in oils and resins, such as: pines, eucalyptus, cedar, and juniper species. Trees must be planted so that when they reach maturity their branches are at least 10-feet away from any structure. Refer to Appendix B of the FPP for a list of undesirable plantings.
- q. Thick succulent or leathery leaf plant species are the most fire resistant, while paper-thin leaves and small twiggy branches are the least fire resistant.
- r. If water for irrigation is limited, use more of the available water in Zone 1 than In Zone 2. Plants with high moisture content are less likely to burn. Non-flammable patios,

walkways, rock, driveways, and gravel can be used to break up fuel continuity within this zone.

DOCUMENTATION: The applicant shall comply with the requirements of the Fire Protection Plan and this condition for the life of this permit. **TIMING:** Upon establishment of the use, the conditions of the Fire Protection Plan shall be complied with for the term of this permit. **MONITORING:** The [PDS, PCC] shall verify that the mitigation measures have been implemented pursuant to the approved building plans and the fire protection plan. The [PDS, Code Enforcement Division] is responsible for enforcement of this permit. The [fire agency] shall be responsible for long-term implementation of fire clearing requirements.

22. PLN#3–SITE CONFORMANCE

INTENT: In order to comply with Zoning Ordinance Section 7703, the site shall substantially comply with the approved plot plans and all deviations thereof, specific conditions and approved building plans. **DESCRIPTION OF REQUIREMENT:** The project shall conform to the approved building plans, and plot plan(s). Failure to conform to the approved plot plan(s); is an unlawful use of the land, and will result in enforcement action pursuant to Zoning Ordinance Section 7703. **DOCUMENTATION:** The property owner and permittee shall conform to the approved plot plan. If the permittee or property owner chooses to change the site design in any way, they must obtain approval from the County for a Minor Deviation or a Modification pursuant to the County of San Diego Zoning Ordinance. **TIMING:** Upon establishment of the use, this condition shall apply for the duration of the term of this permit. **MONITORING:** The [PDS, Code Compliance Division] is responsible for enforcement of this permit.

23. ROADS#7–SIGHT DISTANCE

INTENT: In order to provide an unobstructed view for safety while exiting the property and accessing a public road from the site, and to comply with the Design Standards of Section 6.1.(E) of the County of San Diego Public Road Standards, an unobstructed sight distance shall be maintained for the life of this permit. **DESCRIPTION OF REQUIREMENT:**

- a. There shall be a minimum unobstructed sight distance of ___ feet in both directions along **Valley Center Road (SF 639)** from the project driveway openings for the life of this permit.
- b. There shall be a minimum unobstructed sight distance of ___ feet in both directions along **Miller Road** from the southernmost driveway openings for the life of this permit.

DOCUMENTATION: A minimum unobstructed sight shall be maintained. The sight distance of adjacent driveways and street openings shall not be adversely affected by this project at any time. **TIMING:** Upon establishment of the use, this condition shall apply for the duration of the term of this permit. **MONITORING:** The [PDS, Code Compliance Division] is responsible for compliance of this permit.

24. STRMWTR#2–SELF-VERIFICATION OPERATION AND MAINTENANCE LETTER

INTENT: In order to promote orderly development and to comply with the County Watershed Protection Ordinance (WPO) No.10410, County Code Section 67.801 et. seq., an operation and maintenance verification form for each Structural BMPs shall be completed. **DESCRIPTION OF REQUIREMENT:** Every year the property owner shall receive from the County a BMP Verification Form to be completed for each privately owned Structural BMP. **DOCUMENTATION:** Every year the property owner shall file with the County the completed Structural BMP Verification Form stating the maintenance performed during the reporting period for each privately owned Structural BMP with [DPW, WPP]. **TIMING:** Upon establishment of the use, this condition shall apply for the duration of the term of this permit. **MONITORING:** The [DPW, WPP] is responsible for compliance of this permit.

ORDINANCE COMPLIANCE NOTIFICATIONS: The project is subject to, but not limited to the following County of San Diego, State of California, and U.S. Federal Government, Ordinances, Permits, and Requirements:

STORMWATER ORDINANCE COMPLIANCE: In order to Comply with all applicable stormwater regulations, the activities proposed under this application are subject to enforcement under permits from the San Diego Regional Water Quality Control Board (RWQCB) and [the County of San Diego Watershed Protection, Stormwater Management, and Discharge Control Ordinance No. 10410](#) and all other applicable ordinances and standards for the life of this permit. The project site shall comply with all applicable stormwater regulations referenced above and all other applicable ordinances and standards. This includes compliance with the approved Stormwater Management Plan, all requirements for Low Impact Development (LID), Hydromodification, materials and wastes control, erosion control, and sediment control on the project site. Projects that involve areas one acre or greater require that during construction the property owner keeps the Storm Water Pollution Prevention Plan (SWPPP) onsite and update it as needed. The property owner and permittee shall comply with the requirements of the stormwater regulations referenced above.

LOW IMPACT DEVELOPMENT NOTICE: The San Diego Regional Water Quality Control Board (SDRWQCB) issued a new Municipal Stormwater Permit under the National Pollutant Discharge Elimination System (NPDES). The requirements of the Municipal Permit were implemented beginning in May 2013 and amended in November 2015. *Project design shall comply with the new Municipal Permit regulations.* The County has provided a Low Impact Development (LID) Handbook as a source for LID information to be utilized by County staff and outside consultants for implementing LID in our region. The LID Best Management Practices (BMP) Requirements of the Municipal Permit can be found at the following link:

https://www.sandiegocounty.gov/content/dam/sdc/dpw/WATERSHED_PROTECTION_PROG_RAM/susmppdf/lid_handbook_2014sm.pdf

STORMWATER COMPLIANCE NOTICE: Updated studies, including Hydro-modification Management Plans for Priority Development Projects, will be required prior to approval of grading and improvement plans for construction pursuant to the County of San Diego Watershed Protection, Stormwater Management and Discharge Control Ordinance No. 10410 (N.S.), dated February 26, 2016, and the BMP Design Manual. These requirements are subject to the MS4 Permit issued by the Regional Water Quality Control Board, Order No. R9-2013-0001 and any subsequent order. Additional studies and other action may be needed to comply with future MS4 Permits.

DRAINAGE COMPLIANCE NOTICE: The project shall comply with the County of San Diego Flood Damage Prevention Ordinance No. 10091, adopted December 8, 2010.

GRADING PERMIT REQUIRED: A grading permit is required prior to commencement of grading when quantities of excavation or fill results in the movement of material exceeding 200 cubic yards or eight feet (8') in vertical height of cut/fill, pursuant to Section 87.201 of the County Grading Ordinance.

CONSTRUCTION PERMIT REQUIRED: A Construction Permit (and possibly an Encroachment Permit) are required for any and all work within the County right-of-way. Contact PDS Construction/Road right-of-way Permits Services Section at rowpermitcounter@sdcounty.ca.gov or (858)-694-2055 to coordinate County requirements. In addition, before trimming, removing, or planting trees or shrubs in the County Road right-of-way, the applicant must first obtain a permit to remove plant or trim shrubs or trees from the Permit Services Section.

EXCAVATION PERMIT REQUIRED: An excavation permit is required for undergrounding and/or relocation of utilities within the County right-of-way.

EXCAVATION MORATORIUM NOTICE: Department of Public Works policy prohibits trench cuts for undergrounding of utilities in all new, reconstructed, or resurfaced paved County-maintained roads for a period of three (3) years following project surface application. Therefore, you will need to notify all adjacent property owners who may be affected by this policy and are considering development of applicable properties. The owners of this project will be required to sign a statement that they are aware of the County of San Diego, Department of Public Works, Pavement Cut Policy and that they have contacted all adjacent property owners and solicited their participation in the extension of utilities.

TRANSPORTATION IMPACT FEE: The project is subject to County of San Diego Transportation Impact Fee (TIF) pursuant to County TIF Ordinance number 77.201–77.223. The Transportation Impact Fee (TIF) shall be paid. The fee is required for the entire project, or it can be paid at building permit issuance for each phase of the project. The fee is calculated pursuant to the ordinance at the time of building permit issuance. The applicant shall pay the TIF at the [PDS, LD Counter] and provide a copy of the receipt to the [PDS, BD] at time of permit issuance.

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MAJOR USE PERMIT FINDINGS

Pursuant to Section 7358 of The Zoning Ordinance, the following findings in support of the granting of the Major Use Permit are made:

- (a) *The location, size, design, and operating characteristics of the proposed use will be compatible with adjacent uses, residents, buildings, or structures with consideration given to:*
 - 1. *Harmony in scale, bulk, coverage, and density:*

The Project consists of a Major Use Permit to construct a 3,300-square-foot (sf) express carwash facility with an automatic carwash tunnel and vacuum stations. The project site is located at 28874 Valley Center Road (APN 188-231-36), northwest of the intersection of Miller Road and Valley Center Road. The project is part of a previously approved project (Miller Road Plaza), which includes a gas station and convenience store, and previously included a fast-food restaurant where the carwash building is now proposed. The carwash structure would be enclosed and located immediately north of the previously approved convenience store associated with the Miller Road Development Project. The carwash would be open from 6am to 10pm daily, with expected capacity of five cars per hour. The carwash would be fully automated using reclaimed water. Access to the site would be provided by Miller Road, a County maintained road.

The community of Valley Center is characterized by its unique topographic features, agricultural activities and predominance of estate residential development. The project site is designated Office-Professional (C30/C36) by the Zoning Ordinance, and Commercial, Office, Mixed Use by the General Plan, which allow for administrative and professional offices, retail sales and services, and other limited commercial uses. Surrounding properties to the north and east are also zoned Office-Professional (C30). The properties to the northwest and southwest (across Miller Road) are zoned Rural Residential (RR) and Rural Commercial (C40), respectively. The property to the south (across Valley Center Road) is zoned General Commercial (C36). Development surrounding the project site consists of commercial and office, low-density residential uses, agriculture, and undeveloped lands. The project site abuts a County-maintained road, Valley Center Road, to the south.

The project has been designed to be consistent with the Valley Center Community Design Guidelines. The Guidelines state that all commercial areas should be served by Mobility Element roads or local roads which meet the standards of the County of San Diego and, whenever possible, new commercial development should provide secondary road access as opposed to access from major through roads. The project site is served by Valley Center Road (a Mobility Element road) and by Miller Road (a non-Mobility Element road), and takes access from both roads. The car wash building has also been designed using stucco and a stone façade as recommended by the Valley Center Design Guidelines.

The coverage of the Project site with the proposed structures is comparable to surrounding properties. The proposed carwash is 3300 square feet. Together with the previously approved structures on the parcel, it has a combined square footage of 18,905, and the entirety of the lot is 5.75 acres (250,470 square feet), which equates to a Floor Area Ratio (FAR) of 0.08. This is below the maximum allowable FAR for the site, which is 0.45 or 0.70/0.80 for General Commercial and Office Professional designations. The proposed lot coverage of the project would be compatible with surrounding lot coverage in the area.

The project does not have a residential component subject to density regulations.

1. *The availability of public facilities, services, and utilities:*

Service availability forms have been provided by all applicable utilities and agencies for Fire, Sewer, and Water. The project would be served by the Valley Center Municipal Water District and fire service by Valley Center Fire Protection District.

2. *The harmful effect, if any, upon desirable neighborhood character:*

The project has been reviewed for noise impacts and determined to be consistent with the County Noise Ordinance. The project, as designed, would not cause any substantial, demonstrable negative aesthetic effect to views from the surrounding area and roadways. In addition, the project would be in compliance with Valley Center Community Design Guidelines and the Design Review Checklist for commercial developments, including the color scheme requirements, per consultation with the Valley Center Community Design Group. Therefore, the project would not have a harmful effect on the neighborhood character.

3. *The generation of traffic and the capacity and physical character of surrounding streets:*

The project includes development of a 3,300-square-foot (sf) express carwash facility with an automatic carwash tunnel and vacuum stations. The project would not have a direct impact related to a conflict with any plans, ordinances, or policies addressing the circulation system. Project trips, or average daily trips (ADTs), associated with construction is estimated to include between 5 and 20 ADT for workers. Given that construction worker trips would be temporary and would be dispersed along different routes based on the origin of the trips, construction worker commuting is not expected to have a significant effect on the capacity of the transportation system.

Operationally, the project would not generate substantial vehicle trips to the project site or not result in off-site changes to the circulation system. The project would not 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 public 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 public transit. In addition, implementation of the project would not result in the construction of any road improvements or new road design features that would interfere with the provision of public transit, bicycle, or pedestrian facilities, nor would it generate sufficient travel demand to increase demand for transit, pedestrian, or bicycle facilities. Therefore, the project would not conflict with policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

5. *The suitability of the site for the type and intensity of use or development, which is proposed:*

The carwash is a suitable use for the property, as the site is part of a previously approved commercial center. The site has already been graded and improved for a fast-food drive-through restaurant, so very little earth movement or construction would be required. Taking the General Plan and local context of land uses into consideration, the surrounding area consists of areas to the north and east that are also zoned Office-Professional (C30). The properties to the northwest and southwest (across Miller Road) are zoned Rural Residential (RR) and Rural Commercial (C40), respectively. The property to the south (across Valley Center Road) is zoned General Commercial (C36). Development surrounding the project site consists of commercial and office, low-density residential uses, agriculture, and undeveloped lands.

6. *Any other relevant impact of the proposed use:*

None Identified.

(b) *The impacts, as described in Findings (a) above, and the location of the proposed use will be consistent with the San Diego County General Plan:*

The project is within the Village Regional Category, Office Professional & General Commercial General Plan Land Use Designations and is within the Valley Center Planning Area. The project complies with the General Plan because the project is consistent the goals and policies of the General Plan such as Policy LU-5.2 (Sustainable Planning and Design) because the project incorporates the latest technologies for the recirculation and reuse of the water, and meets all of the county ordinance requirements in regards to sustainable design. The project is consistent with Policy LU-9.3 (Village and Community Core Guidelines and Regulations) because the car wash is proposed in an existing commercial center with an area designated as Village in the community of Valley Center. The use is compatible with the intended uses for this area. The project is consistent with Policy LU-6.5 (Sustainable Stormwater Management) because the project has incorporated required stormwater management features consistent with the Best Management Practice Design Manual. The project is consistent with Policy LU-13.1 (Commitment of Water Supply) because it will obtain water service from the Valley Center Water District for the operations of the Project, who has agreed to provide service to the Project. The Project will not rely on groundwater or deplete groundwater resources in the area.

Furthermore, the project would be consistent with policies and goals outlined in the Valley Center Community Plan such as requiring new commercial development to comply with the Design Guidelines for Valley Center. The building has been designed with a stucco exterior and stone façade as recommended in the Guidelines. The project also ensures that all commercial areas are served by Mobility Element roads or local roads which meet the standards of the County of San Diego because the Project site is served by Valley Center Road (a Mobility Element road) and by Miller Road (a non-Mobility Element road, and takes access from both roads. Therefore, the proposed use and project are consistent with the San Diego County General Plan.

(c) *That the requirements of the California Environmental Quality Act have been complied with:*

The project has been reviewed for compliance with CEQA, and an MND was prepared for the project. The MND found that the project, with incorporation of mitigation measures for biological resources and wildfire would not cause any significant effects on the environment. Mitigation for all resources have been incorporated as conditions of approval.

.....
ORDINANCE COMPLIANCE NOTIFICATIONS: The project is subject to, but not limited to the following County of San Diego, State of California, and U.S. Federal Government, Ordinances, Permits, and Requirements:

STORMWATER ORDINANCE COMPLIANCE: In order to Comply with all applicable stormwater regulations, the activities proposed under this application are subject to enforcement under permits from the San Diego Regional Water Quality Control Board (RWQCB) and [the County of San Diego Watershed Protection, Stormwater Management, and Discharge Control Ordinance No. 10410](#) and all other applicable ordinances and standards for the life of this permit. The project site shall comply with all applicable stormwater regulations referenced above and all other applicable ordinances and standards. This includes compliance with the approved Stormwater Management Plan, all requirements for Low Impact Development (LID), Hydromodification, materials and wastes control, erosion control, and sediment control on the project site. Projects that involve areas one acre or greater require that during construction the property owner keeps the Storm Water Pollution Prevention Plan (SWPPP) onsite and update it as needed. The property owner and permittee shall comply with the requirements of the stormwater regulations referenced above.

LOW IMPACT DEVELOPMENT NOTICE: The San Diego Regional Water Quality Control Board (SDRWQCB) issued a new Municipal Stormwater Permit under the National Pollutant Discharge Elimination System (NPDES). The requirements of the Municipal Permit were implemented beginning in May 2013 and amended in November 2015. *Project design shall comply with the new Municipal Permit regulations.* The County has provided a Low Impact Development (LID) Handbook as a source for LID information to be utilized by County staff and outside consultants for implementing LID in our region. The LID Best Management Practices (BMP) Requirements of the Municipal Permit can be found at the following link:
https://www.sandiegocounty.gov/content/dam/sdc/dpw/WATERSHED_PROTECTION_PROG_RAM/susmppdf/lid_handbook_2014sm.pdf

STORMWATER COMPLIANCE NOTICE: Updated studies, including Hydro-modification Management Plans for Priority Development Projects, will be required prior to approval of grading and improvement plans for construction pursuant to the County of San Diego Watershed Protection, Stormwater Management and Discharge Control Ordinance No. 10410 (N.S.), dated February 26, 2016, and the BMP Design Manual. These requirements are subject to the MS4 Permit issued by the Regional Water Quality Control Board, Order No. R9-2013-0001 and any subsequent order. Additional studies and other action may be needed to comply with future MS4 Permits.

DRAINAGE COMPLIANCE NOTICE: The project shall comply with the County of San Diego Flood Damage Prevention Ordinance No. 10091, adopted December 8, 2010.

GRADING PERMIT REQUIRED: A grading permit is required prior to commencement of grading when quantities of excavation or fill results in the movement of material exceeding 200 cubic yards or eight feet (8') in vertical height of cut/fill, pursuant to Section 87.201 of the County Grading Ordinance.

CONSTRUCTION PERMIT REQUIRED: A Construction Permit (and possibly an Encroachment Permit) are required for any and all work within the County right-of-way. Contact PDS Construction/Road right-of-way Permits Services Section at rowpermitcounter@sdcounty.ca.gov or (858)-694-2055 to coordinate County requirements. In addition, before trimming, removing, or planting trees or shrubs in the County Road right-of-way, the applicant must first obtain a permit to remove plant or trim shrubs or trees from the Permit Services Section.

EXCAVATION PERMIT REQUIRED: An excavation permit is required for undergrounding and/or relocation of utilities within the County right-of-way.

EXCAVATION MORATORIUM NOTICE: Department of Public Works policy prohibits trench cuts for undergrounding of utilities in all new, reconstructed, or resurfaced paved County-maintained roads for a period of three (3) years following project surface application. Therefore, you will need to notify all adjacent property owners who may be affected by this policy and are considering development of applicable properties. The owners of this project will be required to sign a statement that they are aware of the County of San Diego, Department of Public Works, Pavement Cut Policy and that they have contacted all adjacent property owners and solicited their participation in the extension of utilities.

TRANSPORTATION IMPACT FEE: The project is subject to County of San Diego Transportation Impact Fee (TIF) pursuant to County TIF Ordinance number 77.201–77.223. The Transportation Impact Fee (TIF) shall be paid. The fee is required for the entire project, or it can be paid at building permit issuance for each phase of the project. The fee is calculated pursuant to the ordinance at the time of building permit issuance. The applicant shall pay the TIF at the [PDS, LD Counter] and provide a copy of the receipt to the [PDS, BD] at time of permit issuance.

EXPLANATION OF COUNTY DEPARTMENT AND DIVISION ACRONYMS			
Planning & Development Services (PDS)			
Project Planning Division	PPD	Land Development Project Review Teams	LDR
Permit Compliance Coordinator	PCC	Project Manager	PM
Building Plan Process Review	BPPR	Plan Checker	PC
Building Division	BD	Map Checker	MC
Building Inspector	BI	Landscape Architect	LA
Zoning Counter	ZO		
Department of Public Works (DPW)			
Private Development Construction Inspection	PDCI	Environmental Services Unit Division	ESU

Department of Environmental Health (DEH)			
Land and Water Quality Division	LWQ	Local Enforcement Agency	LEA
Vector Control	VCT	Hazmat Division	HMD
Department of Parks and Recreation (DPR)			
Trails Coordinator	TC	Group Program Manager	GPM
Parks Planner	PP		
Department of General Service (DGS)			
Real Property Division	RP		

APPEAL PROCEDURE: Within ten calendar days after the date of this Decision of the Planning Commission, this decision may be appealed to the County Board of Supervisors in accordance with [Section 7366 of the County Zoning Ordinance](#). An appeal shall be filed with the Director of Planning & Development Services or by mail with the Secretary of the Planning Commission within TEN CALENDAR DAYS of the date of this notice AND MUST BE ACCOMPANIED BY THE DEPOSIT OR FEE AS PRESCRIBED IN THE DEPARTMENT'S FEE SCHEDULE, PDS FORM #369, pursuant to Section 362 of the San Diego County Administrative Code. If the tenth day falls on a weekend or County holiday, an appeal will be accepted until 4:00 p.m. on the following day the County is open for business. Filing of an appeal will stay the decision of the Planning Commission until a hearing on your application is held and action is taken by the Board of Supervisors. Furthermore, the 90-day period in which the applicant may file a protest of the fees, dedications or exactions begins on the date of approval of this Decision.

PLANNING & DEVELOPMENT SERVICES
 DAHVIA LYNCH, DIRECTOR

By:
 Daniella Hofreiter, Planning Manager
 Project Planning Division
 Planning & Development Services

email cc:
 Taylor Ryan, Team Leader, Land Development, PDS
 David Carattini, Applicant
 Lee Vance, Applicant Consultant

Attachment E – Public Documentation



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

Record ID(s): _PDS2022-MUP-22-03_____

Project Name: _6 Carat Carwash / Circle K_____

Project Manager: Jae Roland-Chase_____

Project Manager's Phone: (619) 380-3130_____

Scope of Review:

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

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

Initial Review and Comment:

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

Planning Group review and advisory vote:

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

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

Notification of scheduled hearings:

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



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

Record ID(s): PDS2022-MUP-22-003

Project Name: 6 Carat Carwash / Circle K

Planning/Sponsor Group: Valley Center Community Planning Group

Results of Planning/Sponsor Group Review

Meeting Date: June 13, 2022

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

Three horizontal lines for handwritten comments.

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

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

- MOTION: [] Approve without conditions
[X] Approve with recommended conditions
[] Deny
[] Continue

VOTE: 13 Yes 0 No 0 Abstain 2 Vacant/Absent C.

Recommended conditions of approval:

No internally lit signage.

Three horizontal lines for additional recommended conditions.

Reported by: Delores Chavez Harmes Position: Chair Date: 06/13/2022

Please email recommendations to BOTH EMAILS;
Project Manager listed in email (in this format):
Firstname.Lastname@sdcounty.ca.gov and
to CommunityGroups.LUEG@sdcounty.ca.gov



VALLEY CENTER DESIGN REVIEW BOARD

Chair Keith Robertson, keith@johnsonandjennings.com;

Vice Chair Jeffrey Herr, j.herr.vc@gmail.com; Secretary Lisa Adams,

Lisa.adams.valleycenterca@gmail.com ; Mike Mahan, michael@mmahan.com;

Kevin Smith, sjks8@gmail.com;

Location: Valley Center Community Center, Room 5, 28246 Lilac Road, Valley Center, CA 92082

MEETING MINUTES

Monday, June 6 2022 5:00PM

Members present: Robertson, Mahan, Adams, Herr, Smith.

Attendees: See sign in sheet

1. **Open Forum: No comments**
2. **Approval of previous Board minutes: February 2022 motion Adams, second Mahan 5-0**
3. **Projects:**

A. Car Wash

PDS 2022-MUP-22-003

Location: Corner Miller Rd and Valley Center Road

Agent: David Carattini

Proposed carwash in addition to the gas station and convenience store, and other businesses to be determined. The car wash shall conform to the DRB guidelines for buildings and signage. The discuss was regarding the ingress and egress into the carwash and it is not to obstruct traffic on VC Rd or Miller Rd. Motion to approve Herr, second Adams. Recommend approval 5-0.

NEXT MEETING: July 5, 2022

Mahan moved to Adjourn, with a second. 5:45PM

Valley Center Community Planning Group

Approved Minutes for a regular meeting held on **June 13, 2022** at 7:00 p.m. in the Valley Center Community Hall, 28246 Lilac Road, Valley Center, California 92082.

Delores Chavez Harmes, **Chair**; Kevin Smith, **Vice-Chair**; James Garritson, **Secretary**

A=Absent; Ab=Abstention; DRB=Valley Center Design Review Board; N=Nay; P=Present; R=Recused; VCCPG=Valley Center Community Planning Group; VCPRD=Valley Center Parks & Recreation District; Y=Yea

A. Roll Call

- Meeting was called to order at **7:00 p.m.** and a Quorum was established with **12 members present**. James Garritson* arrived at 7:35 p.m.
- Lisa Adams - **P**
- Michelle Bothof - **P**
- Delores ChavezHarmes-**P**
- ~~Susan Fajardo~~ - **A**
- Julia Feliciano - **P**
- James Garritson - **P***
- Steve Hutchison - **P**
- Matt Matthews - **P**
- Kathleen McCabe - **P**
- LaVonne Norwood - **P**
- James Radden - **P**
- ~~Dori Rattray~~ - **A**
- Roya Sabeti - **P**
- Larry Schmidt - **P**
- Kevin Smith - **P**

B. Pledge of Allegiance - LaVonne Norwood

C. Approval of May 9, 2022 Minutes

- **Motion: To approve the May 9, 2022 Minutes.**
- **Maker/Second:** James Radden/Julia Feliciano
- **Motion Carries 11-0-1 (Y-N-Ab).** McCabe abstained.

D. Public Comments: Members of the public may address the Planning Group on any topic not on the agenda.

- Becky Rapp (audience) provided an update on the BOS cannabis regulations. Supervisor Anderson had submitted suggestions for modifications to increase security.
- LaVonne Norwood stated that a Park Circle park was not yet open to the public because work is ongoing. The park will transfer to County control after work is completed.

F. Action items (VCCPG advisory vote may be taken on the following items)

1) Discretionary Permit - Amaranto Growers Ag Clearing PDS2022-AD-22-004: (Adams) Clearing of 20.96 acres for wholesale greenhouse made of metal frames covered with flexible plastic to grow ornamental plants in plastic pots. Not open to the public – business to business sales only to US & Canada. Potting machine, heating system and irrigation system. Site to have parking for employees and loading zone. (Vote)

- Pending a County scoping letter. No vote was taken.

2) Major Use Permit – Circle K Car Wash PDS2022-MUP-22-003: (Schmidt) An automated car wash that reclaims water used with eco-friendly cleaning agents. Will provide Valley Center residents the option to wash cars in an eco-friendly environment. Structure will be

enclosed behind the current Circle K building. Facility will include state of the art technology to ensure cars are washed in a responsible manner. (Vote)

- DRB voted to approve the car wash on Monday, June 6, 2022.
- **Motion: To approve the plans for the Major Use Permit for the Circle K Car Wash PDS2022-MUP-22-003.**
- **Maker/Second:** Schmidt/Adams
- **Motion Carries 13-0-0 (Y-N-Ab)**

3) Code Compliance Complaints: Clearing & Grading PDS2022-ESFCOM-00161 & 0 0162 & 00163 (Harmes) Unpermitted clearing & grading (Informational)

- Walt Petranovic (audience) represented a group of nearby residents who were concerned about the unpermitted clearing. They stated that the tenant has announced plans for a possible franchise from BetterSportsComplex.com. The residents have been in touch with Code Compliance and are pleased with the current County response.
- George Webb (audience) shared information about the property owner's original business that burned down.

G. Subcommittee Reports

1) Emergency Evacuation (Adams):

- Deer Springs is building a new fire station. Progress is being made on the construction of a fire station on Cole Grade Rd.

2) Cannabis Subcommittee (Mathews):

- No report.

3) Parks & Rec/Trails (Norwood):

- Ms. Norwood was hopeful that community parks would be better maintained once the County took over Parks and Recreation. This has not happened. In less than two years, our park fields are now in very bad shape and the grass is nearly dead.
- It was noted that the County has only recently taken over our Parks and are still learning where all controls, maintenance calendars & equipment are. Valley Center Parks Dept. did not have the money to maintain our Park District. The question was asked if anyone had contacted the County to advise them that attention was needed at specific park locations. No one had contacted the County - they can't address a problem if they are not aware a problem exists.

4) Mobility (Adams): Ridge Ranch Traffic Signal Update

- Ms. Adams shared an update about the progress that has been made on the traffic circle (tentative for mid-2023) and on resurfacing local roads.
- Mr. Hutchison shared that there will be a public meeting on July 21, 2:30pm at the Middle school where the County will present an update on the Valley Center Road Corridor Concept Plan.

5) Tribal Liaison (Smith, Chair)

- No report.

6) Design Review Board (Smith/Adams)

- The car wash was approved at the DRB meeting.

7) Community Plan (Hutchinson)

- Steve shared that Vlad Capito would like to join the Community Plan Subcommittee.
- **Motion:** To add Vlad to the Community Plan Subcommittee.
- **Maker/Second:** Hutchison/Norwood
- **Motion Carries 13-0-0 (Y-N-Ab)**

8) Revitalization Subcommittee (Rattray):

- There will be a Zoom meeting that will be announced in the near future.

9) Board (Harmes/Fajardo):

- The website is being transferred over to Ms. Sabeti.
- The Board members whose terms are up need to reapply to run again by filing the paperwork between July 18 to August 15.
- Ms. Adams explained information about the CAN presentation and how important it is for the community to view it.

I. Adjournment

- Next regular meeting of VCCPG: **July 11, 2022 at 7 p.m. at Adams Park Auditorium, as the Community Center is being closed from July 15-20. The septic system for the Community Center restroom is being overhauled and the parking lot is getting resurfaced.**
- **The meeting adjourned at 08:05 p.m.**
- **Minutes were approved on July 11, 2022.**

James Garritson, Secretary

Attachment F – Service Availability Forms



County of San Diego, Planning & Development Services
PROJECT FACILITY AVAILABILITY - WATER
ZONING DIVISION

Form header section containing applicant information: Darren Solomon, 8586631639, 10760 Thornmint Road, San Diego, CA 92127. Includes fields for ORG, ACCT, ACT, TASK, DATE, and AMT \$.

W

DISTRICT CASHIER'S USE ONLY

SECTION 1. PROJECT DESCRIPTION

TO BE COMPLETED BY APPLICANT

- A. Major Subdivision (TM), Minor Subdivision (TPM), Boundary Adjustment, Rezone (Reclassification) from... to... zone, Major Use Permit (MUP), Time Extension... Case No., Expired Map... Case No., Other.
B. Residential... Total number of dwelling units, Commercial... Gross floor area, Industrial... Gross floor area, Other... Gross floor area.
C. Total Project acreage, Total number of lots.
D. Is the project proposing the use of groundwater? Yes/No, Is the project proposing the use of reclaimed water? Yes/No.

Assessor's Parcel Number(s) (Add extra if necessary)

Table with 2 columns and 4 rows for Assessor's Parcel Number(s). First row contains 678-292-19.

Thomas Guide Page Grid, 10760 Thornmint Road, Project address Street 92127, Community Planning Area/Subregion Zip

Owner/Applicant agrees to pay all necessary construction costs, dedicate all district required easements to extend service to the project and COMPLETE ALL CONDITIONS REQUIRED BY THE DISTRICT.

Applicant's Signature: [Signature], Date: 3/18/2022, Address: 10760 Thornmint Road San Diego CA 92127, Phone: 8586631639

(On completion of above, present to the district that provides water protection to complete Section 2 below.)

SECTION 2: FACILITY AVAILABILITY

TO BE COMPLETED BY DISTRICT

- District Name: Olivenhain MWD, Service area: Zone E-22.
A. Project is in the district. Project is not in the district but is within its Sphere of Influence boundary, owner must apply for annexation. Project is not in the district and is not within its Sphere of Influence boundary. The project is not located entirely within the district and a potential boundary issue exists with the District.
B. Facilities to serve the project ARE ARE NOT reasonably expected to be available within the next 5 years based on the capital facility plans of the district. Explain in space below or on attached (Number of sheets) Project will not be served for the following reason(s):
C. District conditions are attached. Number of sheets attached: 3 sheets District has specific water reclamation conditions which are attached. Number of sheets attached: District will submit conditions at a later date.
D. How far will the pipeline(s) have to be extended to serve the project? NA, existing building

This Project Facility Availability Form is valid until final discretionary action is taken pursuant to the application for the proposed project or until it is withdrawn, unless a shorter expiration date is otherwise noted.

Authorized Signature: Karen Ogawa, Print Name Karen Ogawa, Print Title Engineering Project Administrator, Phone 760-753-6466, Date 21 April 2022

NOTE: THIS DOCUMENT IS NOT A COMMITMENT OF SERVICE OR FACILITIES BY THE DISTRICT On completion of Section 2 and 3 by the District, applicant is to submit this form with application to: Planning & Development Services - Zoning Counter, 5510 Overland Ave, Suite 110, San Diego, CA 92123



Board of Directors

Lawrence A. Watt, President
 Kristie Bruce-Lane, Vice President
 Christy Guerin, Treasurer
 Robert F. Topolovac, Secretary
 Neal Meyers, Director



General Manager
 Kimberly A. Thorner, Esq.
General Counsel
 Alfred Smith, Esq.

April 22, 2022

County of San Diego
 Planning & Development Services
 5510 Overland Ave., Suite 110
 San Diego, CA, 92123

Re: Tax Assessors Parcel # 678-292-19-00

Subject: Water Availability Letter / Darren Solomon
 Supplement to County Form 399W

The fee owner, Darren Solomon (Applicant), has requested the District to provide a Water Availability Letter for the property identified above for a proposed project Applicant described as: a Major Use Permit with no changes to the facilities project. This property is in the District and eligible to receive domestic service at this time.

The District has or will have adequate facilities in this area to serve the project. There is or will be capacity in these facilities to serve the proposed project at a minimum of 25 psi pressure at the District's main during normal operating conditions and upon completion of all necessary facilities, including any onsite and offsite water lines, facilities and appurtenances that are required, at the sole discretion of the District. While there is adequate water to serve the project at this time, all water received by the District is imported from other agencies. Accordingly, there is no guarantee that water will be available to serve the project when water is requested. The availability of water depends upon a number of complex factors including annual rainfall, drought periods, the amount of water remaining in storage and environmental and other constraints to the delivery of water. No final decision will be made by the District on the ability to serve water to the project until an application for water service is made by the applicant and approved by the District. At that time, the District will determine whether adequate water is available to serve the project in the District's sole discretion.

Both Water Code §350 and Water Code §71640 grant the District the right to restrict the use of water during any emergency caused by a drought or any other threatened or existing water shortage and to prohibit the use of District water during such periods as the District determines to be necessary. The District may also prohibit the use of District water during any periods for specific uses which it finds to be nonessential. Nothing contained in this water availability letter shall be construed as limiting in any way the legislative discretion of the District to declare an emergency or water shortage and to curtail or prohibit the use of water as determined necessary or appropriate by the District to conserve water during droughts or other threatened or existing water shortages. Certain stages of water shortages may result in a prohibition on new water meters.



APN 678-292-19-00 Solomon

The District has been requested to furnish a staff estimate, based on current water service conditions, of the availability of water service in this area. This letter is issued for planning purposes and is not a representation, express or implied, that the District will provide any water service at a future date. Commitments to provide water service are made only when an application for water service is made by the applicant and approved by the District and are subject to the applicants compliance with the Districts' fees, charges, rules and regulations, the Environmental Quality Act of 1970, as amended, and the applicants' agreement to construct any required onsite and off site facilities together with the Applicant's providing security as required by the District for construction of those facilities.

The issuance of this Water Availability Letter does not grant the Applicant any water rights. The Applicant does not secure a right to water until application for service is made and approved by the District in its sole discretion, and the Applicant has complied with all requirements of the District.

The failure of the Applicant to pay any fee or charge of the District's when due, or to comply with other requirements of the District, shall entitle the District to unilaterally terminate this Water Availability Letter, and all further rights of the Applicant to water service.

Improvement fees, when applicable, are paid to the District to reserve future water service for the project contingent upon the Applicant paying all fees and charges and complying with all requirements of the District. The payment of all improvement fees by the date they are due is an express condition precedent to any right of the Applicant to receive future water service. The failure of Applicant to make any improvement fee payment by the date it is due shall automatically terminate the right of Applicant to receive future water service and no previous improvement fee payments paid by the Applicant shall be refunded. Reinstatement of the water commitment requires Applicant to remedy any defects or deficiencies and payment of fees and charges applicable, as determined by the District, in its sole discretion.

This commitment to water service availability is conditioned on the following requirements and/or limitations:

1. The District's determination that adequate water is available to serve the project at the time the applicant submits a request for water service to the District.
2. In accordance with District Assessment District 96-01, not attached hereto, but incorporated herein by reference, lots of $\frac{1}{2}$ acre or less may have a $\frac{3}{4}$ inch meter installed unless owner chooses to upgrade the meter and pay the additional fees and charges. Lots greater than $\frac{1}{2}$ acre but less than 3 acres require one-inch meters to be installed. Lots in excess of 3 acres require a minimum $1\frac{1}{2}$ inch meter to be installed. Larger meters may be required by the District, in its sole discretion.
3. The District may require larger meters than the Assessment District 96-01 lot size criteria would dictate if the individual residence requires water service greater than

APN 678-292-19-00 Solomon

can be accommodated by the standard ¾ inch meter irrespective of the lot size, in its sole discretion.

4. Applicant is required to comply with District Ordinance 280 for the mitigation of impacts to the District's Assessment District 96-1R. Ordinance 280 requires an executed agreement to request increased EDU's that this project requires. The Applicant is responsible for payment of all fees and charges as outlined in the executed agreement.
5. The District has not declared a water shortage that restricts water usage or prohibits new water meters. The District's Board of Directors on July 20, 2016 adopted Resolution 2016-13 returning the District to a Level 1 Water Supply Shortage per Ordinance 427 rules, rates and regulations.

This letter of water availability pertains solely to the proposed project as described by Applicant, is not transferable to any other project, and is not transferable to any other owner or developer without written permission of the Board of Directors of the District. Any purported transfer, sale, or assignment of this Water Availability Letter without the prior written consent of the District renders this letter null and void.

This letter automatically terminates, and is of no further force or effect, on the occurrence of: (1) (April 21, 2023) without an approved tentative map; (2) termination of any tentative map; (3) termination of any final map; or (4) five years from the date of recordation of any final map.

OLIVENHAIN MUNICIPAL WATER DISTRICT

By: *Karen Ogawa*
Karen Ogawa
Engineering Project Administrator

APN 678-292-19-00 Solomon

[insert text here]



County of San Diego, Planning & Development Services
PROJECT FACILITY AVAILABILITY - SEWER
 ZONING DIVISION

Please type or use pen

Darren Solomon	8586631639	ORG _____	S
Owner's Name	Phone	ACCT _____	
10760 Thornmint Road		ACT _____	
Owner's Mailing Address	Street	TASK _____	
San Diego	CA 92127	DATE _____	
City	State Zip	AMT \$ _____	

DISTRICT CASHIER'S USE ONLY

SECTION 1. PROJECT DESCRIPTION	TO BE COMPLETED BY APPLICANT
---------------------------------------	-------------------------------------

A. Major Subdivision (TM) Certificate of Compliance: _____
 Minor Subdivision (TPM) Boundary Adjustment
 Specific Plan or Specific Plan Amendment
 Rezone (Reclassification) from _____ to _____ zone
 Major Use Permit (MUP), purpose: To Change the Use with no physical change to the building
 Time Extension... Case No. _____
 Expired Map... Case No. _____
 Other _____

B. Residential Total number of dwelling units _____
 Commercial Gross floor area _____
 Industrial Gross floor area _____
 Other Gross floor area _____

C. Total Project acreage _____ Total lots _____ Smallest proposed lot _____

D. Is the project proposing its own wastewater treatment plant? Yes No
 Is the project proposing the use of reclaimed water? Yes No

Assessor's Parcel Number(s) (Add extra if necessary)	
678-292-19	

Thomas Guide Page _____ Grid _____
 10760 Thornmint Road San diego
 Project address Street 92127
 Community Planning Area/Subregion Zip

Owner/Applicant agrees to pay all necessary construction costs and dedicate all district required easements to extend service to the project.
OWNER/APPLICANT MUST COMPLETE ALL CONDITIONS REQUIRED BY THE DISTRICT.

Applicant's Signature: _____ Date: 3/18/2022
 Address: 10760 Thornmint Road San Diego CA 92127 Phone: 8586631639

(On completion of above, present to the district that provides sewer protection to complete Section 2 below.)

SECTION 2: FACILITY AVAILABILITY	TO BE COMPLETED BY DISTRICT
-----------------------------------------	------------------------------------

District name Olivenhain MWD Service area 4S Sanitation

A. Project is in the District.
 Project is not in the District but is within its Sphere of Influence boundary, owner must apply for annexation.
 Project is not in the District and is not within its Sphere of Influence boundary.
 Project is not located entirely within the District and a potential boundary issue exists with the _____ District.

B. Facilities to serve the project ARE ARE NOT reasonably expected to be available within the next 5 years based on the capital facility plans of the district. Explain in space below or on attached. Number of sheets attached: 2 sheets
 Project will not be served for the following reason(s): _____

C. District conditions are attached. Number of sheets attached: _____
 District has specific water reclamation conditions which are attached. Number of sheets attached: _____
 District will submit conditions at a later date.

D. How far will the pipeline(s) have to be extended to serve the project? NA, existing building

This Project Facility Availability Form is valid until final discretionary action is taken pursuant to the application for the proposed project or until it is withdrawn, unless a shorter expiration date is otherwise noted.

Karen Ogawa Karen Ogawa, Engineering Project Administrator 760-753-6466 21 April 2022
 Authorized Signatory Print Name and Title Phone Date

THIS DOCUMENT IS NOT A COMMITMENT OF FACILITIES OR SERVICE BY THE DISTRICT On completion of Section 2 by the district, applicant is to submit this form with application to: Planning & Development Services, Zoning Counter, 5510 Overland Ave. Suite 110 San Diego, CA 92123



Board of Directors

Lawrence A. Watt, President
 Kristie Bruce-Lane, Vice President
 Christy Guerin, Treasurer
 Robert F. Topolovac, Secretary
 Neal Meyers, Director



General Manager
 Kimberly A. Thorner, Esq.
General Counsel
 Alfred Smith, Esq.

April 21, 2022

County of San Diego
 Planning & Development Services
 5510 Overland Ave., Suite 110
 San Diego, California, 92123

Re: Tax Assessors Parcel No. 678-292-19-00

Subject: Sewer Availability Letter / Darren Solomon
 Supplement to County Form 399S

The fee owner, Darren Solomon (Applicant), has requested the District to provide a Sewer Availability Letter for the property identified above for a proposed project described as: a Major Use Permit with no changes to the facilities project (project). This property is in the District and will be eligible to receive domestic sewer service at this time.

Upon satisfactory completion of all of the conditions specified on the following pages, there will be capacity in these facilities to serve the proposed project. Sewer service is or will be available at the time requested upon completion of all necessary facilities, including any required on-site and off-site sewer lines, appurtenances, or facilities as required and noted below, at the District's sole discretion.

The District has been requested to furnish a staff estimate, based on current conditions, of the availability of sewer service in this area. This letter is issued for planning purposes and is not a representation, express or implied, that the District will provide sewer service at a future date. Commitments to provide sewer service are made only by the Districts' Board of Directors and are subject to the Applicants compliance with the District fees, charges, rules and regulations, the Environmental Quality Act of 1970, as amended, and the Applicants' agreement to construct any required on-site and off-site facilities together with the Applicant's providing security as required by the District for construction.

The issuance of this Sewer Availability Letter does not grant the Applicant any sewer rights. The Applicant does not secure a right to sewer service until application for sewer service is made and approved by the District, and the Applicant has complied with all requirements of the District. The failure of the Applicant to pay any fee or charge of the District when due, or to comply with other requirements of the District, shall entitle the District to unilaterally terminate this Sewer Availability Letter, and all further rights of the applicant to sewer service and no previous improvement fee payments paid by the Applicant shall be refunded. Reinstatement of the sewer commitment requires Applicant to remedy any defects or deficiencies and payment of fees and charges applicable, as determined by the District, in its sole discretion.



Capacity fees, when applicable, are paid to the District to reserve future sewer service for the project contingent upon the Applicant paying all fees and charges and complying with all requirements of the District. The payment of all capacity fees by the date they are due is an express condition precedent to any right of the Applicant to receive future sewer service. The failure of Applicant to make any capacity fee payment by the date it is due shall automatically terminate the right of Applicant to receive future sewer service.

This commitment to availability is conditioned on the following requirements and/or limitations:

- 1) Discharge Permit No. 003
- 2) This site operates a cafe

This letter of sewer availability pertains solely to the proposed project as described by Applicant, is not transferable to any other project, and is not transferable to any other owner or developer without written permission of the Board of Directors of the District. Any purported transfer, sale, or assignment of this Sewer Availability Letter without the prior written consent of the District renders this letter null and void.

This letter automatically terminates, and is of no further force or effect, on the occurrence of: (1) April 21, 2023 without an approved Tentative Map; (2) termination of any tentative map; (3) termination of any final map; or (4) five years from the date of recordation of final map.

OLIVENHAIN MUNICIPAL WATER DISTRICT

By: *Karen Ogawa*
Karen Ogawa
Engineering Project Administrator



County of San Diego, Planning & Development Services
PROJECT FACILITY AVAILABILITY - SCHOOL
ZONING DIVISION

Please type or use pen
(Two forms are needed if project is to be served by separate school districts)

ORG _____ ACCT _____ ACT _____ TASK _____ DATE _____

Sc

ELEMENTARY _____ HIGH SCHOOL _____ UNIFIED _____

Owner's Name: DARREN SWANSON Phone: 858 663 1639

Owner's Mailing Address: 10760 Thornmint Road Street: _____

City: SAN DIEGO State: CA Zip: 92127

DISTRICT CASHIER'S USE ONLY

SECTION 1. PROJECT DESCRIPTION TO BE COMPLETED BY APPLICANT

A. LEGISLATIVE ACT

- Rezones changing Use Regulations or Development Regulations
- General Plan Amendment
- Specific Plan
- Specific Plan Amendment

B. DEVELOPMENT PROJECT

- Rezones changing Special Area or Neighborhood Regulations
- Major Subdivision (TM)
- Minor Subdivision (TPM)
- Boundary Adjustment
- Major Use Permit (MUP), purpose Change use with no physical change
- Time Extension... Case No. _____
- Expired Map... Case No. _____
- Other _____

C. Residential Total number of dwelling units _____
 Commercial Gross floor area _____
 Industrial Gross floor area _____
 Other Gross floor area _____

D. Total Project acreage _____ Total number lots _____

Applicant's Signature: [Signature] Date: 4/28/2022

Address: 10760 Thornmint Road San Diego CA 92127 Phone: 858 663 1639

(On completion of above, present to the district that provides school protection to complete Section 2 below.)

Assessor's Parcel Number(s)
(Add extra if necessary)

<u>678-292-19</u>	

Thomas Guide Page _____ Grid _____
 Project address: 10760 Thornmint Road Street: SAN DIEGO
 Community Planning Area/Subregion _____ Zip: 92127

SECTION 2: FACILITY AVAILABILITY TO BE COMPLETED BY DISTRICT

District Name: POWAY UNIFIED

If not in a unified district, which elementary or high school district must also fill out a form?

Indicate the location and distance of proposed schools of attendance.

Elementary: Turtleback Elementary miles: _____
 Junior/Middle: Bernardo Heights miles: _____
 High school: Rancho Bernardo miles: _____

- This project will result in the overcrowding of the elementary junior/school high school. (Check)
- Fees will be levied or land will be dedicated in accordance with Education Code Section 17620 prior to the issuance of building permits.
- Project is located entirely within the district and is eligible for service.
- The project is not located entirely within the district and a potential boundary issue may exist with the _____ school district.

Rheia Alschbach Rheia Alschbach
 Authorized Signature Print Name
Asst. Director of Planning 858-679-2570
 Print Title Phone

On completion of Section 2 by the district, applicant is to submit this form with application to
 Planning & Development Services, Zoning Counter, 5510 Overland Ave. Suite 110 San Diego, CA 92123



County of San Diego, Planning & Development Services
PROJECT FACILITY AVAILABILITY - FIRE
ZONING DIVISION

Please type or use pen

Darren Solomon	858 663-1639	ORG _____	F
Owner's Name	Phone	ACCT _____	
10760 Thornmint Road		ACT _____	
Owner's Mailing Address	Street	TASK _____	
San Diego	CA 92127	DATE _____	
City	State Zip	AMT \$ _____	

DISTRICT CASHIER'S USE ONLY

SECTION 1. PROJECT DESCRIPTION **TO BE COMPLETED BY APPLICANT**

<p>A. <input type="checkbox"/> Major Subdivision (TM) <input type="checkbox"/> Specific Plan or Specific Plan Amendment <input type="checkbox"/> Minor Subdivision (TPM) <input type="checkbox"/> Certificate of Compliance: _____ <input type="checkbox"/> Boundary Adjustment <input type="checkbox"/> Rezone (Reclassification) from _____ to _____ zone. <input checked="" type="checkbox"/> Major Use Permit (MUP), purpose: <i>To Change the Use with no physical change to the building</i> <input type="checkbox"/> Time Extension...Case No. _____ <input type="checkbox"/> Expired Map...Case No. _____ <input type="checkbox"/> Other _____</p> <p>B. <input type="checkbox"/> Residential Total number of dwelling units _____ <input type="checkbox"/> Commercial Gross floor area _____ <input type="checkbox"/> Industrial Gross floor area _____ <input type="checkbox"/> Other Gross floor area _____</p> <p>C. Total Project acreage _____ Total lots _____ Smallest proposed lot _____</p>	<p style="text-align: center;">Assessor's Parcel Number(s) (Add extra if necessary)</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">678-292-19</td> <td style="width: 50%;"></td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </table> <p>Thomas Guide. Page _____ Grid _____ 10760 Thornmint Road Project address Street 92127 Community Planning Area/Subregion Zip</p>	678-292-19							
678-292-19									

OWNER/APPLICANT AGREES TO COMPLETE ALL CONDITIONS REQUIRED BY THE DISTRICT.

Applicant's Signature: *[Signature]* Date: 3/18/2022
 Address: 10760 Thornmint Road San Diego CA 92127 Phone: 8586631639
 (On completion of above, present to the district that provides fire protection to complete Section 2 and 3 below.)

SECTION 2: FACILITY AVAILABILITY **TO BE COMPLETED BY DISTRICT**

District Name: Rancho Santa Fe fire protection districts

Indicate the location and distance of the primary fire station that will serve the proposed project:
16933 rd Goe rd, 1.9 miles

A. Project is in the District and eligible for service.
 Project is not in the District but is within its Sphere of Influence boundary, owner must apply for annexation.
 Project is not in the District and not within its Sphere of Influence boundary.
 Project is not located entirely within the District and a potential boundary issue exists with the _____ District.

B. Based on the capacity and capability of the District's existing and planned facilities, fire protection facilities are currently adequate or will be adequate to serve the proposed project. The expected emergency travel time to the proposed project is 6 minutes.
 Fire protection facilities are not expected to be adequate to serve the proposed development within the next five years.

C. District conditions are attached. Number of sheets attached: _____
 District will submit conditions at a later date.

SECTION 3. FUELBREAK REQUIREMENTS

Note: The fuelbreak requirements prescribed by the fire district for the proposed project do not authorize any clearing prior to project approval by Planning & Development Services.

Within the proposed project _____ feet of clearing will be required around all structures.
 The proposed project is located in a hazardous wildland fire area, and additional fuelbreak requirements may apply. Environmental mitigation requirements should be coordinated with the fire district to ensure that these requirements will not pose fire hazards.

This Project Facility Availability Form is valid until final discretionary action is taken pursuant to the application for the proposed project or until it is withdrawn, unless a shorter expiration date is otherwise noted.

Authorized Signature: *[Signature]* Print Name and Title: Mardene Donner Fire Marshal Phone: 858 7565971 Date: 4-26-22

On completion of Section 2 and 3 by the District, applicant is to submit this form with application to:
 Planning & Development Services - Zoning Counter, 5510 Overland Ave, Suite 110, San Diego, CA 92123

Attachment G – Ownership Disclosure



County of San Diego, Planning & Development Services
APPLICANT'S DISCLOSURE OF OWNERSHIP INTERESTS ON APPLICATION FOR ZONING PERMITS/ APPROVALS
ZONING DIVISION

Record ID(s) PDS2022-MUP-22-007

Assessor's Parcel Number(s) 678-292-19

Ordinance No. 4544 (N.S.) requires that the following information must be disclosed at the time of filing of this discretionary permit. The application shall be signed by all owners of the property subject to the application or the authorized agent(s) of the owner(s), pursuant to Section 7017 of the Zoning Ordinance. NOTE: Attach additional pages if necessary.

A. List the names of all persons having any ownership interest in the property involved.

Darren Solomon
Deborah Fricker

B. If any person identified pursuant to (A) above is a corporation or partnership, list the names of all individuals owning more than 10% of the shares in the corporation or owning any partnership interest in the partnership.

[Blank lines for listing individuals]

C. If any person identified pursuant to (A) above is a non-profit organization or a trust, list the names of any persons serving as director of the non-profit organization or as trustee or beneficiary or trustor of the trust.

[Blank lines for listing persons]

NOTE: Section 1127 of The Zoning Ordinance defines Person as: "Any individual, firm, copartnership, joint venture, association, social club, fraternal organization, corporation, estate, trust, receiver syndicate, this and any other county, city and county, city, municipality, district or other political subdivision, or any other group or combination acting as a unit."

[Signature]
Signature of Applicant
Darren Solomon
Print Name

OFFICIAL USE ONLY
SDC PDS RCVD 05-27-22
MUP22-007

5510 OVERLAND AVE, SUITE 110, SAN DIEGO, CA 92123
For any questions, please email us at: PDSZoningPermitCounter@sdcounty.ca.gov
http://www.sdcounty.ca.gov/pds