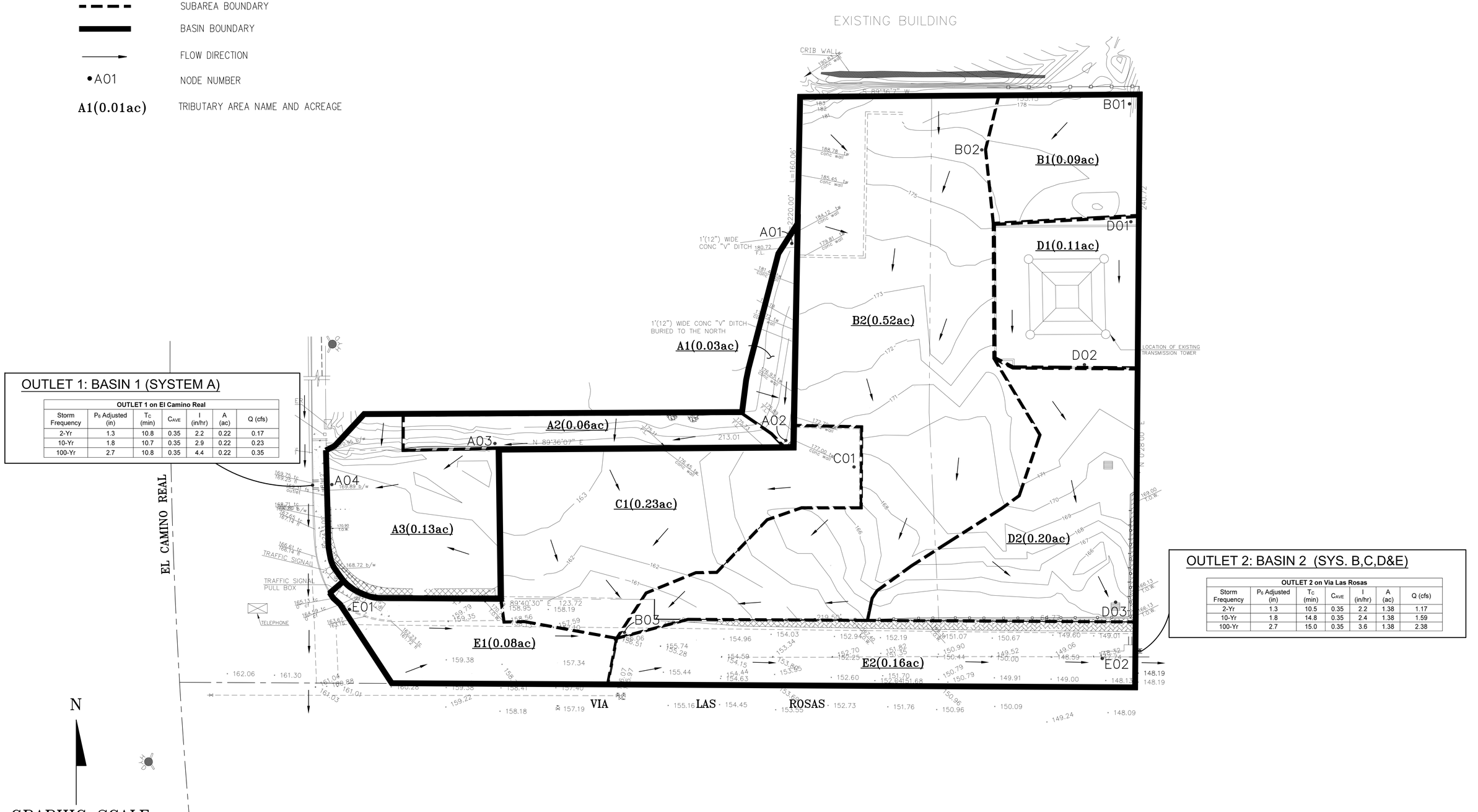
DOLPHIN GREEN CAR WASH HYDROLOGY MAP – PRE

LEGEND

- SUBAREA BOUNDARY
- BASIN BOUNDARY
- FLOW DIRECTION
- •A01 NODE NUMBER
- **A1(0.01ac)** TRIBUTARY AREA NAME AND ACREAGE



OUTLET 1: BASIN 1 (SYSTEM A)

OUTLET 1 on El Camino Real

Storm Frequency	P_6 Adjusted (in)	T_C (min)	C_{AVE}	I (in/hr)	A (ac)	Q (cfs)
2-Yr	1.3	10.8	0.35	2.2	0.22	0.17
10-Yr	1.8	10.7	0.35	2.9	0.22	0.23
100-Yr	2.7	10.8	0.35	4.4	0.22	0.35

OUTLET 2: BASIN 2 (SYS. B,C,D&E)

OUTLET 2 on Via Las Rosas

Storm Frequency	P_6 Adjusted (in)	T_C (min)	C_{AVE}	I (in/hr)	A (ac)	Q (cfs)
2-Yr	1.3	10.5	0.35	2.2	1.38	1.17
10-Yr	1.8	14.8	0.35	2.4	1.38	1.59
100-Yr	2.7	15.0	0.35	3.6	1.38	2.38

PREPARED UNDER THE DIRECTION OF

R.C.E. # DATE

PREPARED BY:
LLR ENGINEERING, INC.
PO BOX 1352
ARCADIA, CA 91077
(626) 644-7172

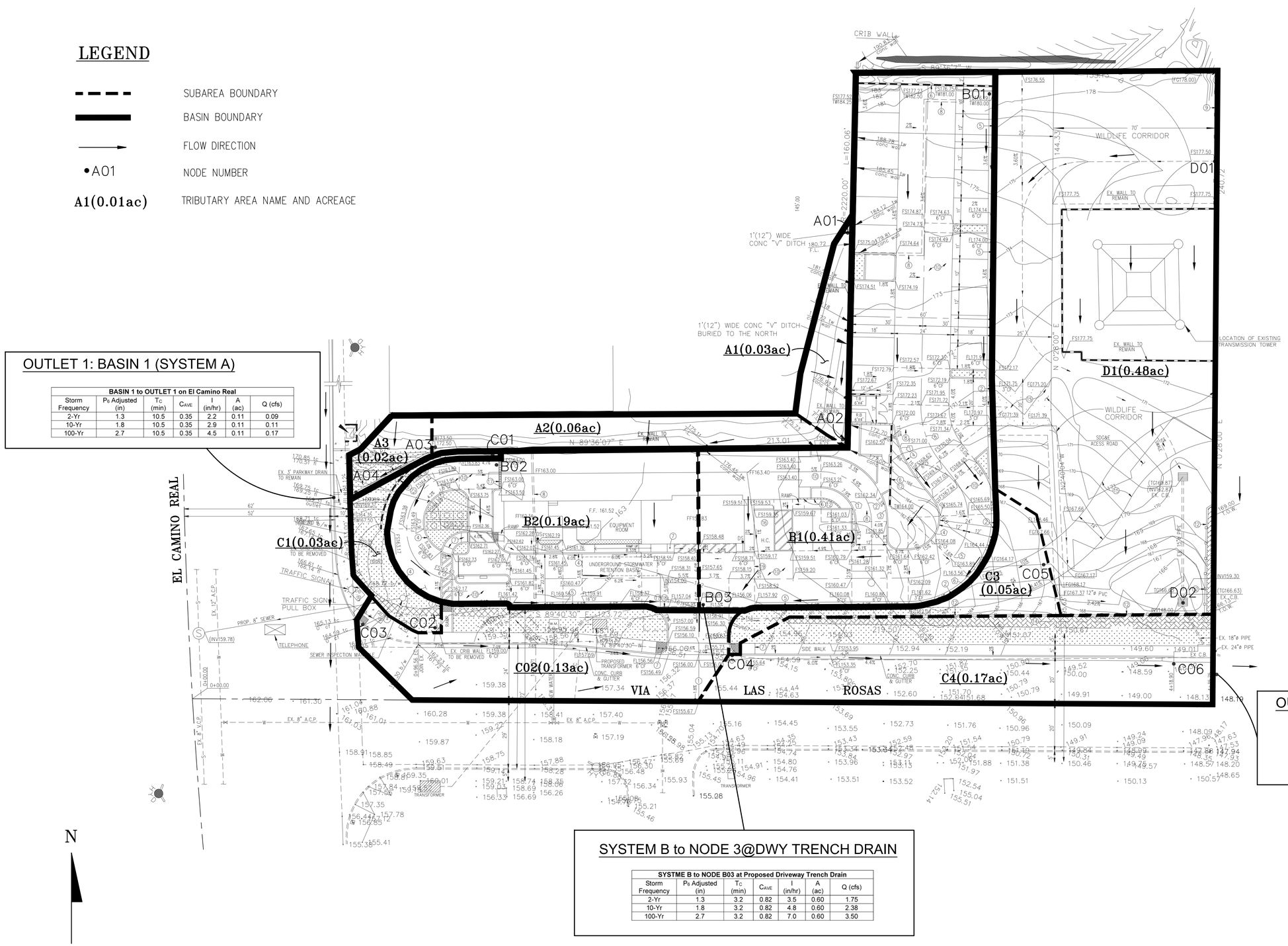
HYDROLOGY MAP – PRE
2190 S. EL CAMINO REAL
OCEANSIDE, CA 92056

DATE: 06/15/18 | DOLPHIN GREEN | SHEET: 1 of 1

DOLPHIN GREEN CAR WASH HYDROLOGY MAP – POST

LEGEND

- SUBAREA BOUNDARY
- BASIN BOUNDARY
- FLOW DIRECTION
- •A01 NODE NUMBER
- **A1(0.01ac)** TRIBUTARY AREA NAME AND ACREAGE



OUTLET 1: BASIN 1 (SYSTEM A)

BASIN 1 to OUTLET 1 on El Camino Real

Storm Frequency	P_6 Adjusted (in)	T_C (min)	C_{AVE}	I (in/hr)	A (ac)	Q (cfs)
2-Yr	1.3	10.5	0.35	2.2	0.11	0.09
10-Yr	1.8	10.5	0.35	2.9	0.11	0.11
100-Yr	2.7	10.5	0.35	4.5	0.11	0.17

SYSTEM B to NODE 3@DWY TRENCH DRAIN

SYSTME B to NODE B03 at Proposed Driveway Trench Drain

Storm Frequency	P_6 Adjusted (in)	T_C (min)	C_{AVE}	I (in/hr)	A (ac)	Q (cfs)
2-Yr	1.3	3.2	0.82	3.5	0.60	1.75
10-Yr	1.8	3.2	0.82	4.8	0.60	2.38
100-Yr	2.7	3.2	0.82	7.0	0.60	3.50

OUTLET 2: BASIN 2 (SYSTEMS C&D)

BASIN 2 to OUTLET 2 on Via Las Rosas

Storm Frequency	P_6 Adjusted (in)	T_C (min)	C_{AVE}	I (in/hr)	A (ac)	Q (cfs)
2-Yr	1.3	15.2	0.52	1.7	0.86	0.76
10-Yr	1.8	14.5	0.52	2.4	0.86	1.08
100-Yr	2.7	14.6	0.52	3.6	0.86	1.61

N

GRAPHIC SCALE

0 10' 20' 40' 60'

SCALE: 1" = 20'

PREPARED UNDER THE DIRECTION OF

R.C.E. # DATE

PREPARED BY:
LLR ENGINEERING, INC.
PO BOX 1352
ARCADIA, CA 91077
(626) 644–7172

HYDROLOGY MAP – POST
2190 S. EL CAMINO REAL
OCEANSIDE, CA 92056

DATE: 06/15/18 | DOLPHIN GREEN | SHEET: 1 of 1

ATTACHMENT 6
Geotechnical and Groundwater Investigation Report

This is the cover sheet for Attachment 6.

BAGAHI ENGINEERING INC.
GEOTECHNICS & FOUNDATIONS
21 CHICORY WAY
IRVINE, CA 92612
TEL (949) 679-7650 • FAX (949) 679-7656

January 16, 2018 Project No. 212s-200-01

METRO PROPERTIES GROUP, LLC.
4433 Convoy Street, Suite H
San Diego, CA, 92111

Attention: **Mr. Kenneth K. Wang**

SUBJECT: **UPDATED GEOTECHNICAL REPORT AND INFILTRATION EVALUATION**
Dolphin Green Car Wash
2190 S. El Camino Real
Oceanside, CA

REFERENCES: See Attached

Dear Mr. Wang:

In accordance with your request and authorization, Bagahi Engineering, Inc., has completed an update of our previous reports for the site (References 2 and 3) and reviewed a recent report by T.I.N. Engineering (Reference 1) related to site permeability. This report summarizes our findings and recommendations. All our previous recommendations remain valid unless as modified herein.

SEISMIC DESIGN PARAMETERS

For seismic design purposes, and utilizing the 2016 CBC edition, the following seismic factors would apply to this site:

Site Class: C

Mapped one Second Spectral Response Acceleration, $S_1 = 0.424$ g

Mapped 0.2 Second Spectral Response Acceleration , $S_S = 1.099$ g

Site Coefficient, F_a = 1.0

Site Coefficient, F_v = 1.376

5% Design Spectral Response Acceleration, S_{DS} = 0.732 g

5% Design Spectral Response Acceleration, S_{D1} =0.389 g

PGA=0.424 g

PGAm=0.424 g

Detail output is presented in Appendix B.
The site is not mapped as prone to liquefaction by State of California Seismic Hazard Zones Map.

SLAB-ON-GRADE

Slab thickness and reinforcement for building slab-on-grade should be designed by the project Structural Engineer in accordance with Section 1805.8.2 of 2016 CBC using an effective plasticity index of 25.

TYPE OF CEMENT

It is recommended that all concrete in contact with subgrade soils meet the minimum requirement of 2016 CBC Section 1904.3 for concrete exposed to at least negligible sulfate exposure.

PERCOLATION

Two field permeability tests were carried out by T.I.N. Engineering Companyon near-surface subgrade soils on September 16, 2017. The test were performed at depths of between 6 to 48 inches. Below 48 inches a bed of tan sandstone and claystone bedrock were encountered. Based on measured permeability rates, a permeability of 0.00418 inch/minute was recommended for hydraulic design in their report of findings. Details of the procedure used and their findings are presented in Appendix C.

The reported measured permeability of 0.00418 inch/minute corresponds to a percolation rate of 0.25 inch/hour. Using a factor of safety of 2 in accordance with Technical Guidance Document worksheet for determining design infiltration rate, the corresponding design infiltration rate is

0.125 inch/hour which is considered inadequate for infiltration BMP. Since near surface soils are underlain by a bed of sandstone/claystone bedrock which is expected to have a very low infiltration rate, it is concluded that infiltration BMP is not considered suitable for this site.

Our update and evaluation were performed in accordance with generally accepted practice in the geotechnical field. No warranty, expressed or implied, is made as to the conclusions and professional advice included in this report.

The opportunity to be of service is appreciated. If you have any questions, please call.

Very truly yours,

BAGAHI ENGINEERING INC.

Ken H. Bagahi, Ph.D., G.E. RCE., PE
Principal

KHB/ma
Pr 212s-200-00.1

APPENDIX A

REFERENCES

1. T.I.N. Engineering Company, " Permeability of On-site Upper Soils for Proposed Car Wash at 2190 S. El Camino Real, Oceanside, CA", dated September 29, 2017.

2. Bagahi Engineering, Inc., " Grading Plan Review and Update, Dolphin Green Car Wash, 2190 S. El Camino Real, Oceanside, CA", dated May 12, 2014.

3. Bagahi Engineering, Inc., " Updated Geotechnical Report, Dolphin Green Car Wash, 2190 El Camino Real, Oceanside, CA", dated May 20, 2010.

4. San Marcos Engineering, Inc., "Preliminary Geotechnical Investigation of El Camino Inn Site, El Camino Real/Via Las Rosas, APN 165-012", dated May 14, 1986.

5. San Marcos Engineering, Inc., " Grading and Soils Testing Report for Crib Walls of El Camino Real/ Via Las Rosas, Oceanside , CA.", dated Dec. 14, 1989.

6. San Marcos Engineering, Inc., "After Grading Soils Testing and Monitoring Report for Phase One Grading", dated Feb. 15, 1989.

7."Grading and Drainage Plans for Dolphin Green Car Wash, 2190 S. El Camino Real, Oceanside, CA", by Jonathan Sagherian, Sheets 1 through 7, Undated.

APPENDIX B

SEISMIC DESIGN PARAMETERS

USGS Design Maps Detailed Report

ASCE 7-10 Standard (33.18731°N, 117.32741°W)

Site Class C – "Very Dense Soil and Soft Rock", Risk Category I/II/III

Section 11.4.1 — Mapped Acceleration Parameters

Note: Ground motion values provided below are for the direction of maximum horizontal spectral response acceleration. They have been converted from corresponding geometric mean ground motions computed by the USGS by applying factors of 1.1 (to obtain S_S) and 1.3 (to obtain S_1). Maps in the 2010 ASCE-7 Standard are provided for Site Class B. Adjustments for other Site Classes are made, as needed, in Section 11.4.3.

From Figure 22-1 [1] $S_S = 1.099$ g

From Figure 22-2 [2] $S_1 = 0.424$ g

Section 11.4.2 — Site Class

The authority having jurisdiction (not the USGS), site-specific geotechnical data, and/or the default has classified the site as Site Class C, based on the site soil properties in accordance with Chapter 20.

Table 20.3–1 Site Classification

Site Class	$\bar{v}_s$	$\bar{N}$ or $\bar{N}_{ch}$	$\bar{s}_u$
A. Hard Rock	>5,000 ft/s	N/A	N/A
B. Rock	2,500 to 5,000 ft/s	N/A	N/A
C. Very dense soil and soft rock	1,200 to 2,500 ft/s	>50	>2,000 psf
D. Stiff Soil	600 to 1,200 ft/s	15 to 50	1,000 to 2,000 psf
E. Soft clay soil	<600 ft/s	<15	<1,000 psf
	Any profile with more than 10 ft of soil having the characteristics: • Plasticity index PI > 20, • Moisture content $w \geq 40\%$, and • Undrained shear strength $\bar{s}_u$ < 500 psf		
F. Soils requiring site response analysis in accordance with Section	See Section 20.3.1		

21.1

For SI: 1ft/s = 0.3048 m/s 1lb/ft² = 0.0479 kN/m²

Section 11.4.3 — Site Coefficients and Risk–Targeted Maximum Considered Earthquake (MCE_R) Spectral Response Acceleration Parameters

Table 11.4–1: Site Coefficient F_a

Site Class	Mapped MCE_R Spectral Response Acceleration Parameter at Short Period				
	$S_S \leq 0.25$	$S_S = 0.50$	$S_S = 0.75$	$S_S = 1.00$	$S_S \geq 1.25$
A	0.8	0.8	0.8	0.8	0.8
B	1.0	1.0	1.0	1.0	1.0
C	1.2	1.2	1.1	1.0	1.0
D	1.6	1.4	1.2	1.1	1.0
E	2.5	1.7	1.2	0.9	0.9
F	See Section 11.4.7 of ASCE 7				

Note: Use straight–line interpolation for intermediate values of S_S

For Site Class = C and S_S = 1.099 g, F_a = 1.000

Table 11.4–2: Site Coefficient F_v

Site Class	Mapped MCE_R Spectral Response Acceleration Parameter at 1–s Period				
	$S_1 \leq 0.10$	$S_1 = 0.20$	$S_1 = 0.30$	$S_1 = 0.40$	$S_1 \geq 0.50$
A	0.8	0.8	0.8	0.8	0.8
B	1.0	1.0	1.0	1.0	1.0
C	1.7	1.6	1.5	1.4	1.3
D	2.4	2.0	1.8	1.6	1.5
E	3.5	3.2	2.8	2.4	2.4
F	See Section 11.4.7 of ASCE 7				

Note: Use straight–line interpolation for intermediate values of S_1

For Site Class = C and S_1 = 0.424 g, F_v = 1.376

Equation (11.4–1): $S_{MS} = F_a S_S = 1.000 \times 1.099 = 1.099$ g

Equation (11.4–2): $S_{M1} = F_v S_1 = 1.376 \times 0.424 = 0.583$ g

Section 11.4.4 — Design Spectral Acceleration Parameters

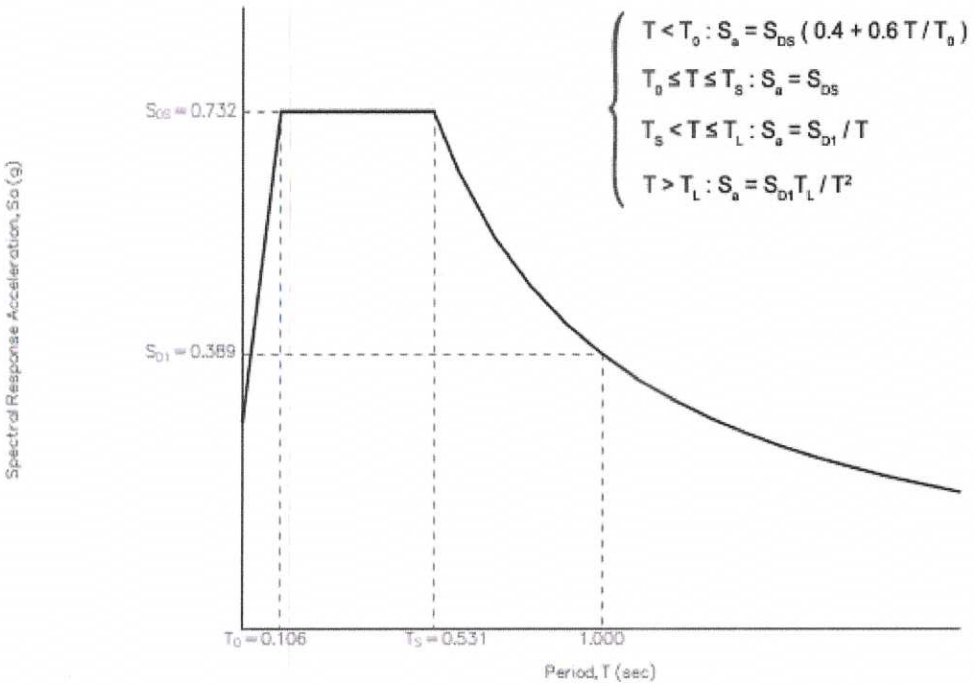
Equation (11.4–3): $S_{DS} = \frac{2}{3} S_{MS} = \frac{2}{3} \times 1.099 = 0.732$ g

Equation (11.4–4): $S_{D1} = \frac{2}{3} S_{M1} = \frac{2}{3} \times 0.583 = 0.389$ g

Section 11.4.5 — Design Response Spectrum

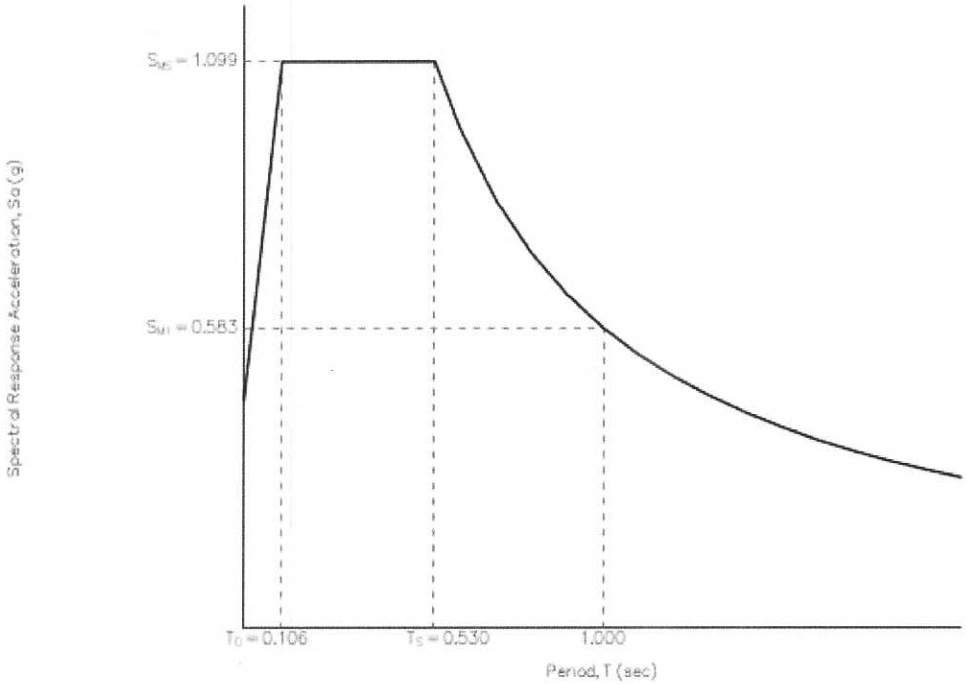
From Figure 22-12 [3] $T_L = 8$ seconds

Figure 11.4–1: Design Response Spectrum



Section 11.4.6 — Risk-Targeted Maximum Considered Earthquake (MCE_R) Response Spectrum

The MCE_R Response Spectrum is determined by multiplying the design response spectrum above by 1.5.



Section 11.8.3 — Additional Geotechnical Investigation Report Requirements for Seismic Design Categories D through F

From Figure 22-7 [4] PGA = 0.424

Equation (11.8–1): $PGA_M = F_{PGA}PGA = 1.000 \times 0.424 = 0.424$ g

Table 11.8–1: Site Coefficient F_{PGA}

Site Class	Mapped MCE Geometric Mean Peak Ground Acceleration, PGA				
	PGA ≤ 0.10	PGA = 0.20	PGA = 0.30	PGA = 0.40	PGA ≥ 0.50
A	0.8	0.8	0.8	0.8	0.8
B	1.0	1.0	1.0	1.0	1.0
C	1.2	1.2	1.1	1.0	1.0
D	1.6	1.4	1.2	1.1	1.0
E	2.5	1.7	1.2	0.9	0.9
F	See Section 11.4.7 of ASCE 7				

Note: Use straight–line interpolation for intermediate values of PGA

For Site Class = C and PGA = 0.424 g, F_{PGA} = 1.000

Section 21.2.1.1 — Method 1 (from Chapter 21 – Site-Specific Ground Motion Procedures for Seismic Design)

From Figure 22-17 [5] C_{RS} = 0.972

From Figure 22-18 [6] C_{R1} = 1.022

Section 11.6 — Seismic Design Category

Table 11.6-1 Seismic Design Category Based on Short Period Response Acceleration Parameter

VALUE OF S_{DS}	RISK CATEGORY		
	I or II	III	IV
$S_{DS} < 0.167g$	A	A	A
$0.167g \le S_{DS} < 0.33g$	B	B	C
$0.33g \le S_{DS} < 0.50g$	C	C	D
$0.50g \le S_{DS}$	D	D	D

For Risk Category = I and S_{DS} = 0.732 g, Seismic Design Category = D

Table 11.6-2 Seismic Design Category Based on 1-S Period Response Acceleration Parameter

VALUE OF S_{D1}	RISK CATEGORY		
	I or II	III	IV
$S_{D1} < 0.067g$	A	A	A
$0.067g \le S_{D1} < 0.133g$	B	B	C
$0.133g \le S_{D1} < 0.20g$	C	C	D
$0.20g \le S_{D1}$	D	D	D

For Risk Category = I and S_{D1} = 0.389 g, Seismic Design Category = D

Note: When S_1 is greater than or equal to 0.75g, the Seismic Design Category is **E** for buildings in Risk Categories I, II, and III, and **F** for those in Risk Category IV, irrespective of the above.

Seismic Design Category ≡ "the more severe design category in accordance with Table 11.6-1 or 11.6-2" = D

Note: See Section 11.6 for alternative approaches to calculating Seismic Design Category.

References

1. *Figure 22-1*: https://earthquake.usgs.gov/hazards/designmaps/downloads/pdfs/2010_ASCE-7_Figure_22-1.pdf
2. *Figure 22-2*: https://earthquake.usgs.gov/hazards/designmaps/downloads/pdfs/2010_ASCE-7_Figure_22-2.pdf
3. *Figure 22-12*: https://earthquake.usgs.gov/hazards/designmaps/downloads/pdfs/2010_ASCE-7_Figure_22-12.pdf
4. *Figure 22-7*: https://earthquake.usgs.gov/hazards/designmaps/downloads/pdfs/2010_ASCE-7_Figure_22-7.pdf

5. *Figure 22-17*: https://earthquake.usgs.gov/hazards/designmaps/downloads/pdfs/2010_ASCE-7_Figure_22-17.pdf
6. *Figure 22-18*: https://earthquake.usgs.gov/hazards/designmaps/downloads/pdfs/2010_ASCE-7_Figure_22-18.pdf

APPENDIX C

T.I.N. ENGINEERING REPORT

T.I.N. ENGINEERING COMPANY

Geotechnical • Structural • Environmental

17834 Bailey Drive • Torrance, CA 90504
Tel: (310) 371-7045, tinsoilsheep@gmail.com

File No.: 170040
September 29, 2017

Mr. Kenneth K. Wang
Metro Properties Group, LLC
4433 Canvoy Street, Suite H
San Diego, California 92111

SUBJECT: Permeability of On-Site Upper Soils for Proposed Car Wash at 2190 South El Camino Real, Oceanside, California

Dear Mr. Wang:

In accordance with your request, we have completed this letter in order to provide the permeability of the on-site upper soils for the hydraulic designs at the subject site. On September 16, 2017 through September 18, 2017, two test pits were dug down to 48 inches deep. The test pits were 24 inches by 24 inches wide. The encountered upper 6 inch topsoil consisted of a dry and loose soil. Therefore, the bottom 42-inch deep soil in the test pits was tested for the soil permeability. The bottom soil consisted of a tan sandstone and claystone bedrock soil materials. The test pits were pre-soaked on September 16, 2017. Then, the test pits were tested for the soil permeability. On September 17, 2017, approximately 30 and 15 gallons of water were refill into the test pit Nos. 1 and 2, respectively, to 6 inches below the top of the test pits. It took approximately 24 hours to percolate water about 9 inches for the test pit No. 1 and 6 inches for the test pit No. 2 through the sides and bottom of the test pits.

Based upon the test results, the permeability of 0.00836 inch per minute for the test pit No. 1 and of 0.00418 inch per minute for the test pit No. 2 were obtained. Therefore, we recommend that the permeability of 0.00418 inch per minute may be used for the hydraulic design for the on-site upper soils.

Thank you for this opportunity to be of service. If you have any questions regarding this report, please contact the undersigned at the letterhead location.

Very truly yours,

T.I.N. ENGINEERING COMPANY

Tony S. C. Lee, M.S., P.E.
Project Engineer

TSCL:ir

Distribution: Client (1, by email)

ATTACHMENT 7
Storm Water Quality Assessment Form

This is the cover sheet for Attachment 7.

City of Oceanside – Engineering Division – Clean Water Program

STORM WATER QUALITY ASSESSMENT FOR PLANNING, ENGINEERING, AND BUILDING PERMIT APPLICATIONS

All applications for Planning, Engineering, or Building Division permits are required to complete this assessment form and include it as part of the initial permit application submittal. Staff will review the permit application content to determine the applicability of State and City storm water requirements. Please note a storm water assessment cannot be provided without a complete permit application package.

Section 1 – Project Information	
Applicant Name: METRO PROPERTY GROUP, LLC	Phone Number: (858)414-6910
Project Name: DOLPHIN GREEN CAR WASH	Email Address (Optional):
Project Site Address: 2190 EL CAMINO REAL	Street Intersection: VIA LAS ROSAS
Assessor Parcel Number(s):	Total Parcel Area (acres or square feet): 1.21 AC / 52,490SF
Project Description: CAR WASH AND SMOG CHECK ONLY STATION	Proposed Project Impervious Area (acres or square feet): 0.60 AC / 26,275SF

Section 2 – Identify Project Type	
☒	New Development Project – go to Section 3
☐	Redevelopment Project go to Section 3
☐	None of the above – Skip Section 3 and go to Section 4

Section 3 – Identify Applicable Priority Development Project Categories	
☒	**New Development Project** – A project that creates 10,000 square feet or more of impervious surfaces (collectively over the entire project site). This includes commercial, industrial, residential, mixed-use, and public development projects on public or private land.
☐	**Redevelopment Project** – A project that creates and/or replaces 5,000 square feet or more of impervious surface (collectively over the entire project site on an existing site of 10,000 square feet or more of impervious surfaces). This includes commercial, industrial, residential, mixed-use, and public development projects on public or private land.
☐	**Restaurants** – Category is defined as a facility that sells prepared foods and drinks for consumption, including stationary lunch counters and refreshment stands selling prepared foods and drinks for immediate consumption (SIC code 5812); where new or redevelopment projects that create and/or replace 5,000 square feet or more impervious surface (collectively over the entire project site).
☐	**Hillside Development** – Category includes development on any natural slope that is twenty-five percent or greater; where new or redevelopment projects that create and/or replace 5,000 square feet or more impervious surface (collectively over the entire project site).
☐	**Parking Lots** – Category is defined as a land area or facility for the temporary parking or storage of motor vehicles used personally, for business, or for commerce; where new or redevelopment projects that create and/or replace 5,000 square feet or more impervious surface (collectively over the entire project site).
☐	**Streets, Roads, Highways, Freeways, and Driveways** – Category is defined as any paved impervious surface used for the transportation of automobiles, trucks, motorcycles, and other vehicles; where new or redevelopment projects that create and/or replace 5,000 square feet or more impervious surface (collectively over the entire project site).
☐	**Water Quality Environmentally Sensitive Area** – New or redevelopment projects that create and/or replace 2,500 square feet or more of impervious surface (collectively over the entire project site), and discharging directly to a Water Quality Environmentally Sensitive Area (WQESA). "Discharging directly to" includes flow that is conveyed overland a distance of 200 feet or less from the project to the WQESA, or conveyed in a pipe or open channel any distance as an isolated flow from the project to the ESA (i.e. not commingled with flows from adjacent lands).
☒	**Automotive Repair Shop** – Category is defined as a facility that is categorized in any one of the following Standard Industrial Classification (SIC) codes: 5013, 5014, 5541, 7532-7534, or 7536-7539, where new or redevelopment projects that create and/or replace 5,000 square feet or more impervious surface (collectively over the entire project site).
☐	**Retail Gasoline Outlet (RGOs)** – Category includes RGOs that meet the following criteria (a) 5,000 square feet or more or (b) a projected Average Daily Traffic (ADT) of 100 or more vehicles per day; where new or redevelopment projects that create and/or replace 5,000 square feet or more impervious surface (collectively over the entire project site).
☐	**Development Projects greater than one acre** – New or redevelopment projects that result in the disturbance of one or more acres of land and are expected to generate pollutants post construction.

City of Oceanside – Engineering Division – Clean Water Program

STORM WATER QUALITY ASSESSMENT FOR PLANNING, ENGINEERING, AND BUILDING PERMIT APPLICATIONS

☐	**None of the Above**

Section 4 – Identify Permit Application Type	
☐	**Discretionary Permit Application**: Specific Plan (S), General Plan Amendment (GPA), Zone Amendment (ZA), Tentative Map (T), Tentative Parcel Map (P), Development Plan (D), Conditional Use Permit (CUP), Variance (V), Regular Coastal Permit (RC), Historic Permit (H), Reclamation Plan, Planned Development Permit, Planned Unit Development Permit, Planning Commission Approval of Plans, Site Plan Review, Tentative Map Amendments to Conditions of Approval or Time Extension, Variance.
☐	**Administrative Permit Application**: Administrative Clearing Permit, Lot Line Adjustment, Final Map Modification, Grading Plan (including modification or renewal), Improvement Plan (including modification), Landscape Plan, Building Permit, Construction Right-of-Way Permit, Encroachment Permit, Excavation Permit, On-site Wastewater System Permit, Underground Tank Permit, Well Permit, or etc.

Section 5 – Applicant Certification	
Name of Responsible Party: KENNETH WANG	Phone Number: (858)414-6910
Email Address (optional)	FAX Number (optional):
I understand and acknowledge the City of Oceanside has adopted minimum requirements, as mandated by the San Diego Regional Water Quality Control Board – Order No. R9-2013-0001, as amended by Order Nos. R9-2015-0001 and R9-2015-0100 (NPDES NO. CAS0109266) for mitigating impacts associated with urban runoff, including storm water from construction and land development activities. I certify this assessment has been accurately completed to the best of my knowledge and is consistent with the proposed project. I acknowledge that non-compliance with the City Best Management Practice (BMP) Design Manual, Grading Ordinance, and Erosion Control Ordinance may result in enforcement action by the City, the California State Water Resources Control Board, and/or the San Diego Regional Water Quality Control Board. Enforcement action may include stop work orders, notice of violation, fines, or other actions.	
Applicant Signature:	Date: