



Land Development  
Review Division  
(619) 446-5460

## Addendum to an Environmental Impact Report

Project No. 101847  
Addendum to EIR No. 88-0612  
SCH No. 90010972

**SUBJECT:** Miramar Auto: A SITE DEVELOPMENT PERMIT to construct a two-story, approximately 1,937 square-foot building for auto sales and storage with associated paving and landscaping on a 0.71-acre site located at 8356 Miramar Place in the IL-2-1 (Industrial—Light) zone within the University Community Plan, Community Plan Implementation Overlay Zone Area 'B', Airport Environs Overlay Zone and Accident Potential Zone 1. Legal Description: Lot 1 of Parcel A, according to map thereof No. 15025 and a reciprocal access easement over all that portion of Lot 2 of Parcel B, according to map thereof No. 15025 (APN 343-252-3400). Council District 5. Applicant: Gary Davidov.

### I. PROJECT DESCRIPTION:

The project proposal would require a Site Development Permit to construct a two-story, approximately 1,937 square foot building for auto sales and storage on a 0.71-acre site (see Figure 2, Site Plan). The first floor would be approximately 1,070 square feet and include two offices, an open retail space area and one bathroom. The second floor would consist of approximately 867 square feet of storage area accessible by both an interior and an exterior staircase along the west building façade. A rectangular-shaped security area fenced with a 6'-0" chain link fence with slats and rolling gates would be located on the rear side of the proposed building adjacent to the north property line. Per the City of San Diego Municipal Code (SDMC), four off-street parking spaces are required. The project would include paving of a parking lot which would provide five off-street parking spaces and 41 additional parking spaces to be used as display parking stalls for vehicle sales. The site would be accessible via an existing paved driveway along the west property line fronting Miramar Road. Two access points would provide access to both the parking lot and fenced security area from this driveway.

As proposed, the project would be consistent with the bulk and scale of the surrounding commercial/industrial community. The building would have a height of 29'-6", which would comply with the underlying zone's maximum allowable height of 40 feet. Cement plaster would be used as an exterior treatment for the building walls. The building would include construction of a sheet metal awning and aluminum and clear tempered glass doors. Landscaping would conform to the City's Landscape Technical Manual, and would include ornamental plants such as Queen Palm, Escallonia, Lantana, Star Jasmine and Trailing Gazania.

Grading would require a cut quantity of approximately 335 cubic yards at a maximum cut depth of approximately 1 foot, approximately 335 cubic yards of fill, maximum fill slope height of approximately 2.5 feet at a 2:1 slope ratio, and maximum cut slope height of approximately 0 feet at a 2:1 ratio. The project would result in a total graded area of approximately 0.71 acre. According to the approved hydrology/hydraulic study, the existing on-site drainage pattern would not be significantly altered by the proposed development.

All site runoff would be directed into the City's storm drain system. The project would be required to comply with the City of San Diego's Storm Water Standards, and enter into a Maintenance Agreement for ongoing permanent Best Management Practices consistent with the approved Water Quality Technical Report.

## II. ENVIRONMENTAL SETTING:

The proposed project would be located at 8356 Miramar Place at the northwestern intersection of the Miramar Road and Miramar Place (see Figure 1, Location Map) in the IL-2-1 (Industrial—Light – allows a mix of light industrial and office uses with limited commercial uses) zone within the University Community Plan, Community Plan Implementation Overlay Zone 'B' (CPIOZ 'B'), the Airport Environs Overlay Zone, and the Accident Potential Zone 1. The site is located within Geologic Hazard Category 51, representative of level mesas, underlain by terrace deposits and bedrock, with a nominal risk. No faults are known to exist on or near the project site. The site is not located within or adjacent to the Multi-Habitat Planning Area.

The CPIOZ 'B' identifies sites where the application of standard development regulations of the existing zone are not adequate to ensure that new development is consistent with the goals, objectives, and proposals of the community plan or compatible with surrounding development. Without the applications of CPIOZ 'B', development in these areas may be subject to ministerial review only. The discretionary review of these sites is to ensure the development is consistent with the design guidelines contained in the Urban Design Element of the plan, MCAS Miramar restrictions, that adequate pedestrian circulation is provided, and that the architecture, grading, lot coverage, height, bulk and orientation of buildings, et cetera, is compatible with the surrounding development. The proposed project has been reviewed through the discretionary review process, and the project has been found to be in compliance with the CPIOZ 'B'.

The purpose of the Airport Environs Overlay Zone is to provide supplemental regulations for property surrounding airports such as MCAS Miramar. The intent of the regulations is to ensure that land uses are compatible with the operation of airports; to provide a mechanism whereby property owners receive information regarding the noise impacts and safety hazards associated with their property's proximity to aircraft operations; and to ensure that provisions of the California Administrative Code Title 21 for incompatible land uses are satisfied. The use proposed for this project (auto sales/storage) is compatible with the Airport Environs Overlay Zone.

In addition, the proposed project is located within the Accident Potential Zone 1 (APZ 1). The purpose of the APZ is to achieve the greatest degree of safety which can be reasonably attained through compatible land use and density controls to minimize the potential accident exposure in areas near MCAS Miramar. The proposed auto sale/storage use is a compatible use within the APZ 1.

See EIR No. 88-0612 for additional information.

## III. PROJECT BACKGROUND/DISCUSSION:

The proposed project site was reviewed under two prior discretionary actions. One discretionary action was for the Miramar Road Auto Center project, which sought a Tentative Map (TM), Planned Industrial Permit (PID) and Resource Protection Ordinance

(RPO) permit (No. 88-0612) for the development of a 15.0-acre automobile sales and service center. An Environmental Impact Report (EIR No. 88-0612) was prepared for the Miramar Road Auto Center project. The EIR identified mitigable impacts for sensitive biological resources and traffic. The other discretionary action was for the Miramar Self Storage project, which sought a Planned Development Permit (PDP), Site Development Permit (SDP) and TM to create 2 parcels from 1 existing, 4.73-acre site for a 129,165 square-foot self storage building. A Negative Declaration (ND No. 10242) was prepared for the Miramar Self Storage project, and no new impacts beyond those in EIR 88-0612 resulted from that project. No new mitigation was required.

The existing site is vacant and previously graded under the approved TM, PID and RPO No. 88-0612, and was subsequently graded under the approved ND No. 10242. Prior to the approval of LDR No. 88-0612, the site did support vernal pools and other sensitive habitats (e.g. Chamise Chaparral). Impacts to those sensitive resources were fully mitigated for through EIR No. 88-0612 prior to the site being legally graded. Therefore, no additional mitigation for biological resources is required.

Mitigable traffic impacts were identified in EIR 88-0612. Cumulative traffic impacts were mitigated for by a contribution to the University Community Facilities Benefit Assessment (FBA), which funds community-wide traffic improvements. The proposed project will be required to contribute to the FBA at a rate of \$724 per trip in the North University Community for a total assessment fee of \$30,263.20 (subject to increase upon future fiscal year updates). The project is consistent with the traffic impacts disclosed in EIR 88-0612, and will pay the required FBA. Therefore, no additional mitigation is required.

Although no new mitigation was required, the following issue was considered during the review of the project:

#### Human Health/Public Safety

According to the San Diego County Hazardous Materials Environmental Assessment Listing (2006), the project site is located within ¼ mile of a contaminated site known as Valley Crest Landscaping (8484 Miramar Place), which is contaminated as a result of leaking underground storage tanks (LUST). A Phase I Environmental Site Assessment Report was required by the City Environmental staff to identify all known contaminated sites in the area. An environmental site assessment was conducted by SECOR entitled, *Phase I Environmental Site Assessment Report for Vacant Commercial Lot Property, NWC Miramar Road and Miramar Place, APN 343-252-34-00 (0.71-Acres), San Diego, CA 92121* (December 15, 2006) and subsequent addendum entitled, *Addendum to December 15, 2006, Phase I ESA Report*. Copies of both reports were provided to the County of San Diego Department of Environmental Health (DEH) for additional review.

Historical research performed indicated the subject property was open land from as early as 1928 until circa 1990-1991 when it was graded under the approved TM, PID and RPO No. 88-0612, as noted above. The subject property has been a graded, vacant commercial lot since that time. SECOR's review of the LUST file for Valley Crest Landscaping and contact with Ewan Moffat and Nasser Sionet of DEH determined the release of underground storage tanks has not impacted the project site. No adverse environmental conditions, including Recognized Environmental Conditions (RECs) per American Society for Testing Materials (ASTM) Standard E 1527-05 of the subject property were found. Based upon the results of the *Phase I Environmental Assessment Report*, subsequent addendum and correspondence with qualified DEH staff, no further environmental assessment work or mitigation is required.

All of the reports cited in this Addendum are available for public review in the offices of the LDR Division at 1222 First Avenue, San Diego, CA 92101, 5<sup>th</sup> floor via a prior appointment with the environmental analyst listed in the Addendum to EIR 88-0612.

#### IV. DETERMINATION:

The City of San Diego previously prepared an Environmental Impact Report for the project described in the subject block of the attached EIR conclusions.

Based upon a review of the current project, it has been determined that:

- a. There are no new significant environmental impacts not considered in the previous EIR;
- b. No substantial changes have occurred with respect to the circumstances under which the project is undertaken; and
- c. There is no new information of substantial importance to the project.

Therefore, in accordance with Section 15164 of the State CEQA Guidelines, this Addendum has been prepared. No public review of this addendum is required under CEQA. However, the City's Municipal Code Section 128.0306(b) requires a 14-day review period for addendums to environmental impact reports more than 3 years old.

#### IV. MITIGATION, MONITORING AND REPORTING PROGRAM INCORPORATED INTO THE PROJECT:

No new or different mitigation is required for the proposed action.

#### V. DISTRIBUTION:

The addendum and conclusions of the final EIR were distributed to:

City of San Diego:

Councilmember Maienschein, District 5  
Laura Black, Development Project Manager  
Martha Blake, Senior Planner  
City Attorney's Office (MS59)  
University City Library (488)

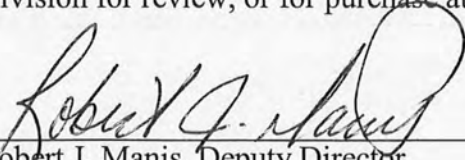
Other:

NIKA Enterprise, Inc.  
University City Community Planning Group (480)  
University City Community Association (486)

#### VI. RESULTS OF PUBLIC REVIEW:

- (x) No comments were received during the public input period.
- ( ) Comments were received but did not address the accuracy or completeness of the environmental report. No response is necessary, and the letters are attached at the end of the Addendum to EIR No. 88-0612.
- ( ) Comments addressing the accuracy or completeness of the Addendum to EIR No. 88-0612 were received during the public input period. The letters and responses follow.

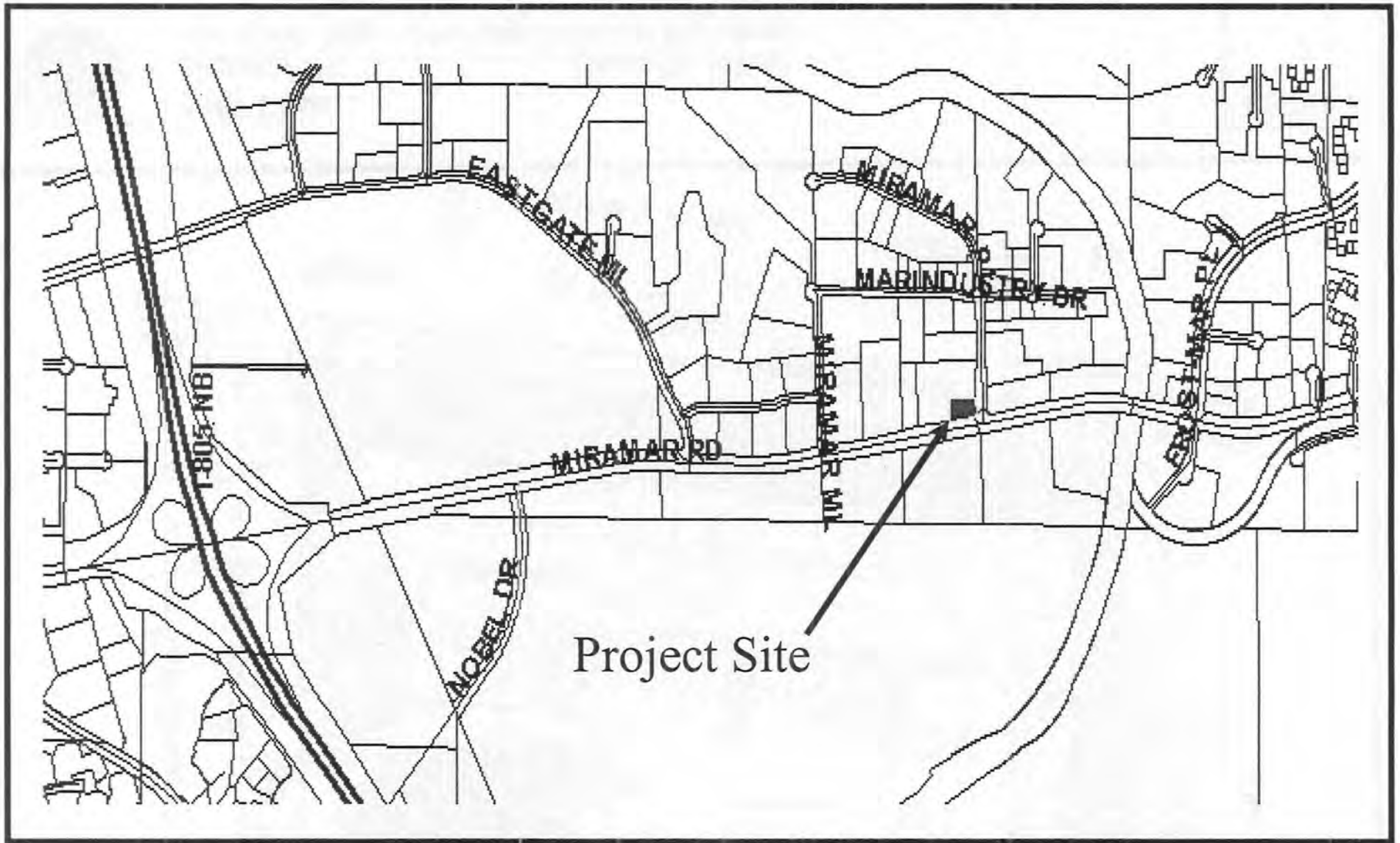
Copies of the draft addendum, the final EIR, the Mitigation, Monitoring and Reporting Program and any technical appendices may be reviewed in the office of the Land Development Review Division for review, or for purchase at the cost of reproduction.

  
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Robert J. Manis, Deputy Director  
Development Services Department

May 17, 2007  
Date of Draft Report

June 5, 2007  
Date of Final Report

Analyst: Arnhart



## Location Map

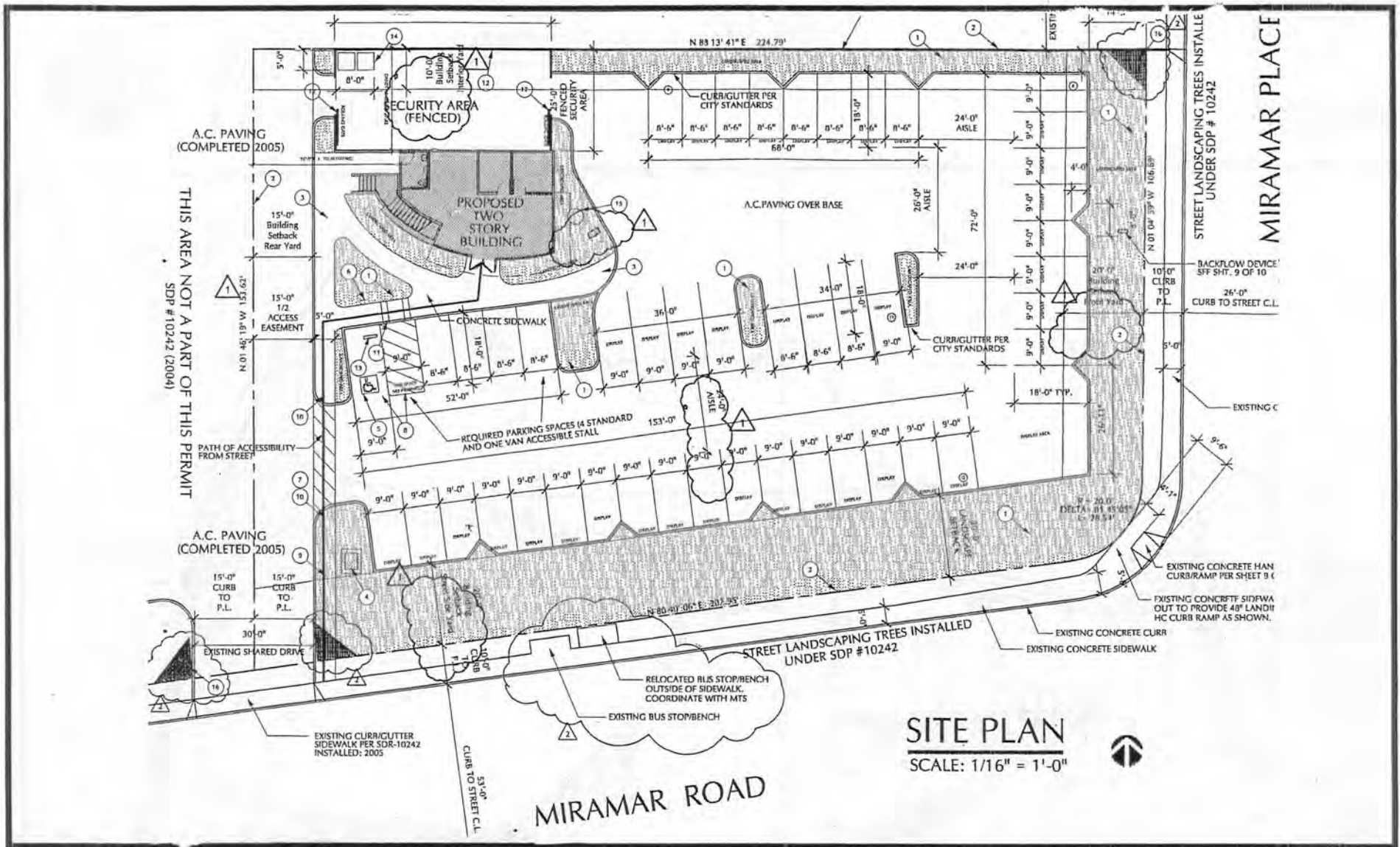
Miramar Auto

Project No. 101847

City of San Diego – Development Services Department

FIGURE

1



**SITE PLAN**  
 SCALE: 1/16" = 1'-0"



**Site Plan**

Miramar Auto

Project No. 101847

City of San Diego – Development Services Department

**FIGURE**  
 2



Development and Environmental  
Planning Division  
236-6460

## Environmental Impact Report

DEP No. 88-0612

**SUBJECT:** Miramar Road Auto Center. TENTATIVE MAP, PLANNED INDUSTRIAL DEVELOPMENT PERMIT and RESOURCE PROTECTION ORDINANCE PERMIT NO. 88-0612 for the development of a 15.0-acre automobile sales and service center. The project site is located on the north side of Miramar Road, east of Eastgate Mall Drive in the University community (East ½ of Lot 3, Section 10, T15S, R3W, SBM).  
Applicant: Bob Baker Enterprises.

### CONCLUSIONS:

The proposed project would result in a significant incremental impact to cumulative traffic congestion and air quality degradation. This impact would occur due to the addition of approximately 3,400 average daily trips to the local street network. This project, along with other existing and planned projects in the University community, would contribute to significant levels of congestion along area roadways and freeways, and would create vehicular emissions which cause substandard air quality conditions.

### RECOMMENDED ALTERNATIVES FOR SIGNIFICANT UNMITIGATED IMPACTS:

The EIR offers several project alternatives to avoid or reduce impacts to traffic and air quality, as follows:

The No Project alternative would retain the site in its current undeveloped state. There would be no traffic or air quality impacts associated with this alternative. The vernal pool complex on the site would not be destroyed; however, the biological value of the pools would likely decline due to on-going indirect impacts of surrounding development.

The Reduced Development - Scenario 1 alternative would reduce the intensity of development in order to reduce the average daily trip generation to 500. A 16,000-square-foot auto park or a 36,000-square-foot industrial facility could be constructed in accordance with this alternative. No significant unmitigable impacts would result from this alternative.

The Reduced Development - Scenario 2 alternative would generate 2,000 trips, which would accommodate a 67,000-square-foot auto park or 140,000-square-foot industrial facility. This alternative would reduce, but not avoid significant cumulative traffic and air quality impacts.

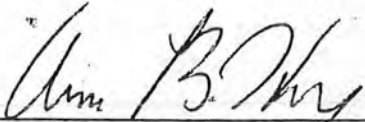


Unless project alternatives are adopted, project approval will require the decisionmaker to make Findings, substantiated in the record, which state that: a) individual project alternatives are infeasible, and b) the overall project is acceptable despite significant impacts because of specific overriding considerations.

MITIGATION MEASURES INCORPORATED INTO THE PROJECT:

Biology: To mitigate for the loss of vernal pools on the project site, the applicant would purchase and conserve 14.4 acres of high quality vernal pool habitat. The preserve would be fenced and signed, and would be inspected and managed by a qualified biologist hired by the City at the applicant's expense. Acquisition and management of the preserve would be a condition of the tentative map and would be assured by an agreement between the applicant and the City. See details in the text of the EIR.

Traffic: Cumulative traffic impacts would be reduced by a contribution to the University Community Facilities Benefit Assessment (FBA). The FBA funds community-wide traffic improvements. These funds are collected by the Engineering Department prior to issuance of building permits.



Ann B. Hix, Principal Planner  
City Planning Department

October 4, 1990  
Date of Draft Report

November 26, 1990  
Date of Final Report

Analyst: Kirshner

## PUBLIC REVIEW

The following individuals, organizations, and agencies received a copy or notice of the draft EIR and were invited to comment on its accuracy and sufficiency:

State Clearinghouse  
United States Army Corps of Engineers  
United States Fish and Wildlife Service  
Naval Air Station, Miramar  
California Department of Fish and Game  
University City Community Association  
University Community Planning Group  
City of San Diego  
    Councilmember Bernhardt, District 5  
    Planning Department  
    Engineering and Development Department

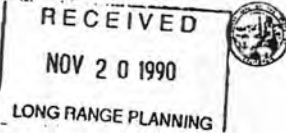
Copies of the draft EIR, the Mitigation Monitoring and Reporting Program and any technical appendices may be reviewed in the office of the Development and Environmental Planning Division, or purchased for the cost of reproduction.

## RESULTS OF PUBLIC REVIEW

- ( ) No comments were received during the public input period.
- ( ) Comments were received but the comments do not address the accuracy or completeness of the environmental report. No response is necessary and the letters are attached at the end of the EIR.
- (X) Comments addressing the accuracy or completeness of the EIR were received during the public input period. The letters and responses follow.

## DEPARTMENT OF TRANSPORTATION

DISTRICT 11, P.O. BOX 85406, SAN DIEGO 92186-5406



November 15, 1990

11-SD-805  
23.6/26.3Miriam Kirshner  
City of San Diego  
DEPD  
MS 4C

Dear Ms. Kirshner:

DEIR for the Miramar Road Auto Center,  
a 15.0-acre automobile sales and service center,  
SCH 90010972

Caltrans District 11 comments are as follows:

1. Page 23 - Our agency is particularly concerned about cumulative traffic impacts at the Interstate Route 805/Miramar Road interchange. The timing of the subject development versus the construction of recommended street improvements is also an issue that needs to be addressed. We note, however, that ". . . the cumulative impacts cannot be reduced to below a level of significance."
2. Table 1 (Recommended Street Improvements) - Improvements K and L have severe cost and operational constraints and will probably not be supported by our agency.

Our contact person is Jim Linthicum, Project Manger, Project Studies "B," (619) 688-6952.

Sincerely,

JESUS M. GARCIA  
District DirectorBy JAMES T. CHESHIRE, Chief  
Environmental Planning Branch

MO:ec

1. Comment noted. Page 23 of the EIR was revised to address this comment. Assessments are collected from project applicants at the time of issuance of building permits. The assessments are used to construct street improvements recommended in the community plan. The Public Facilities Phasing Plan requires that improvements to the I-805/La Jolla Village interchange be constructed before certain thresholds are met, thereby minimizing the lag time between impacts and improvements.
2. Comment noted. Improvements K and L are recommended street improvements included as part of Facilities Benefit Assessment and Phasing Plans for the University Community. These improvements are not part of the proposed project.