



THE CITY OF SAN DIEGO

ADDENDUM TO A ENVIRONMENTAL IMPACT REPORT

Project No. 658226
Addendum to EIR No. 88-0612
SCH No. 90010972

SUBJECT: EXPRESS CAR WASH SDP: A Site Development Permit to demolish of an existing car dealership, including an approximately 800 square-foot building and a parking area with landscaping, and construct an approximately 3,885 square-foot automated car wash which includes drive isles, parking for vacuum stations, and landscaping. The project requires a deviation to allow the car wash use within the noise contour identified in the Airport Land Use Compatibility Overlay Zone. The project will include 22 vacuum stations and native landscaping. Access to and from the 0.71-acre site will utilize existing driveways that serve the abutting properties. The site is located at 6270 Miramar Road in the IL-2-1 Zone, Fire Brush Zones, High Fire Severity Zone, Prime Industrial Land, CPIOZ-B, FAA Part 77 Notification Area, Airport Land Use Compatibility Overlay Zone, Airport Influence Area (MCAS Miramar), and Airport Safety Zone (Accident Potential Zone 1 for MCAS Miramar) within the University Community Plan area. (LEGAL DESCRIPTION: LOT 1 OF MIRAMAR SELF STORAGE, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 15025, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, JUNE 1, 2005.) APPLICANT: Reza Amirrezvani, Super Star Car Wash.

I. SUMMARY OF PROPOSED PROJECT

The Express Car Wash SDP (Project) is located on a 31,008 square feet site at 6270 Miramar Road on the corner of a larger multi-tenant site originally entitled as the Miramar Road Auto Center (DEP No. 88-0621). The Express Car Wash Project (Project) requires a Site Development Permit (SDP) to demolish an approximately 800 square-foot building and a parking area with landscaping, and construction of an approximately 3,885 square-foot automated car wash which includes drive isles, parking for 22 vacuum stations, and native landscaping. The project requires a deviation for the noise element of the MCAS Miramar Airport Land Use Compatibility Plan (ALUCP). Access to and from the 0.71-acre site will utilize existing driveways that serve the abutting properties. The site is located in the IL-2-1 Zone, Community Plan Implementation Overlay Zone 'B' (CPIOZ-B), and Airport Safety Zone (APZ 1 for MCAS Miramar) within the University Community Plan area.

As proposed, the Project would be consistent with the bulk and scale of the surrounding commercial/industrial uses. The building height is 20 feet, which would comply with the underlying zone's maximum allowable height. Landscaping would conform to the City's Landscape Technical Manual and would include native plants.

Grading would require a cut quantity of approximately 1,500 cubic yards at a maximum cut depth of approximately 5 feet, approximately 1,500 cubic yards of fill with 0 cubic yards of export. The project would result in a total graded area of approximately 0.62 acres of the .071-acre site. According to the approved hydrology and hydraulic study, the existing on-site drainage pattern would not be significantly altered by the proposed development. The site would be accessible via an existing paved driveway along the west property line fronting Miramar Road. The development will maintain existing drainage patterns; post development runoff will be directed to biofiltration/detention basin for stormwater treatment. The outlet flows will be directed to the same drainage system as in pre - development. The project would be required to comply with the City of San Diego's Storm Water Standards and follow Best Management Practices.

Deviation

The project is located within the Airport Land Use Compatibility Overlay Zone, Airport Influence Area (MCAS Miramar), and Airport Safety Zone (APZ1). The subject property is located within the 70+ CNEL noise contour and the Project requests a deviation through a Process 5 Site Development Permit to allow the car wash use within the noise contour identified in the Airport Land Use Compatibility Overlay Zone. The car wash is categorized as a Personal Vehicle Repair and Maintenance Use permitted in the IL-2-1 zone. However, since the property is within the Airport Land Use Compatibility Overlay Zone with a Noise Contours of 75+ CNEL, the use is not be permitted per Land Development Noise Compatibility Criteria Table 132-15D and the development is proposing to deviate from this Division through a Process 5 Site Development Permit, in accordance with LDC Table 132-15B, to allow for the use within the overlay zone.

MCAS Miramar reviewed the project and determined it to be consistent with the MCAS Miramar 2020 Air Installations Compatible Use Zones (AICUZ) noise and safety criteria and that the project also complies with the restrictions of the federally-owned easement located on the parcel.

All other requirements of the Airport Land Use Compatibility Overlay Zone and base zone requirements are met. The project will comply with the City's General Plan not-to-exceed interior level of 50 dBA CNEL. Additionally, the car wash use is permitted within the Airport Safety Zone (Accident Potential Zone 1 for MCAS Miramar) with a maximum 300 square feet per person or a maximum Floor Area Ratio of 0.17.

II. ENVIRONMENTAL SETTING

The proposed project is located at 6270 Miramar Road 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 Land Use Compatibility Overlay Zone (MCAS Miramar), 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 site is in a developed urban area currently served by existing public services and utilities.

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 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 Land Use Compatibility Overlay Zone is to provide supplemental regulations for property surrounding airports such as MCAS Miramar. The car wash use proposed for this project is requesting a Process 5 deviation as it is not identified as an allowable use within the 75dB CNEL contour for MCAS Miramar. This requires a deviation to redevelop the site from car dealership to car wash. The proposed use is consistent with other uses in the area which include heavy industrial uses that generate equivalent noise.

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 car wash use is a compatible use within the APZ 1. The site is in a developed urban area currently served by existing public services and utilities.

III. SUMMARY OF ORIGINAL PROJECT

Miramar Road Auto Center EIR

The proposed project site was reviewed under three 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 an approximately 15.0-acre automobile sales and service center. An Environmental Impact Report (EIR No. 88-0612/SCH No. 90010972) was prepared for the Miramar Road Auto Center project in 1990. The EIR identified mitigable impacts for sensitive biological resources and traffic.

Miramar Self Storage Negative Declaration

The second discretionary action was for the Miramar Self Storage project, which sought a Planned Development Permit (PDP), Site Development Permit (SDP) and Tenant Map (TM) (Project No. 10242) 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 in 2004, and no new impacts beyond those in EIR 88-0612 resulted from that project. No new mitigation was required.

Miramar Auto Addendum to EIR

The third discretionary action was for Miramar Auto, which sought Site Development Permit (Project No. 101847) to construct a two-story, approximately 1,937 square-foot building for auto sales and storage with associated paving and landscaping on the 0.71-acre subject site. An Addendum to an Environmental Impact Report (Addendum to EIR No. 88-0612) was prepared for the Miramar Auto project in 2007.

The existing site is developed with the Miramar Auto project mentioned above. The site has been 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 project is consistent with the traffic impacts disclosed in EIR 88-0612. Therefore, no additional mitigation was required.

IV. ENVIRONMENTAL DETERMINATION

The City previously prepared and certified the Miramar Road Auto Center Environmental Impact Report (EIR) No. 88-0612/SCH No. 90010972. Based on all available information in light of the entire record, the analysis in this Addendum, and pursuant to Section 15162 of the State CEQA Guidelines, the City has determined the following:

- There are no substantial changes proposed in the project which will require major revisions of the previous environmental document due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- Substantial changes have not occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous environmental document due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- There is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous environmental document was certified as complete or was adopted, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous environmental document;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous environmental document;

- c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
- d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous environmental would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Based upon a review of the current project, none of the situations described in Sections 15162 and 15164 of the State CEQA Guidelines apply. No changes in circumstances have occurred, and no new information of substantial importance has manifested, which would result in new significant or substantially increased adverse impacts as a result of the project. Therefore, this Addendum has been prepared in accordance with Section 15164 of the CEQA State Guidelines. Public review of this Addendum is not required per CEQA.

V. IMPACT ANALYSIS

The following includes the project-specific environmental review pursuant to the CEQA. The analysis in this document evaluates the adequacy of the Miramar Road Auto Center EIR relative to the project and documents that the proposed development would not cause new or more severe significant impacts than those identified in the previously certified environmental document.

The EIR identified significant but mitigated impacts to Biological Resources, Traffic, and Air Quality.

Biology

1990 Miramar Road Auto Center EIR

The .71-acre project site is part of the overall "Miramar Road Auto Center" analyzed by the 1990 Miramar Road Auto Center EIR. No. 88-0612. The EIR encompassed approximately 14.85 acres and contained environmentally sensitive lands of vernal pools. Mitigation was required for the loss of 1.05 acres of vernal pools, with an estimate of the "support watershed" of about 7.0 acres. The overall project site was required to preserve 14.4 acres of high-quality vernal pool habitat off-site. A preservation site was identified on Carroll Mesa, immediately north of Carroll Canyon and part of a 19.1-acre parcel. Impacts to vernal pools have been mitigated and therefore, the impacts to sensitive resources were concluded to be mitigated to below a level of significance.

Project

The .71-acre project site is fully developed as an auto dealership under the approved Site Development Permit (Project No. 101847). The site has been previously graded under the approved TM, PID and RPO No. 88-0612, and was subsequently graded under the approved ND No. 10242. There are no biological resources currently on site. Prior to the approval of LDR No. 88-0612, the site did support vernal pools and other sensitive habitats (e.g. Chamise Chaparral) however, impacts

to 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.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the EIR. The project would not result in any new significant impact, nor would a substantial increase in the severity of impacts from that described in the EIR result.

Traffic

1990 Miramar Road Auto Center EIR

The street system surrounding the 14,85-acre Miramar Road Auto Center consists of Miramar Road, Miramar Place and Marindustry Drive. The 1990 EIR analyzed direct and cumulative impacts to traffic. According to the EIR, the University City Plan allocated approximately 5,200 ADT for the site. The Auto Center proposed 113,400 square feet of automobile dealership uses which would generate 3,402 Average Daily Trips (ADT). The EIR determined the project traffic would not significantly affect the level of service in the surrounding vicinity and all adjacent streets and intersections would function at acceptable levels with the street movements and signalization that was part of the Auto Center project. The EIR concluded that although the project generated trips would not exceed the level allowed by the University Community Plan, an incremental impact to cumulative traffic conditions would occur. Significant cumulative impacts to traffic were identified in the Miramar Road Auto Center EIR. To offset the cumulative traffic impacts the University Community Facilities Assessment (FBA) and Phasing Plans required the project to contribute its pro rata share to the FBA as part of the building permit process. To offset cumulative traffic impacts, the project contributed to the University Community Facilities Benefit Assessment (FBA), which funds community-wide traffic improvements. Although the project would pay FBA fees, the EIR concluded the project's contribution to cumulative traffic impacts cannot be mitigated to below a level of significance.

Project

The .71-acre project site located on the northwest corner of Miramar Road and Miramar Place was developed as an auto dealership under the approved Site Development Permit (Project No. 101847). The 2007 Addendum for the auto dealership was required to contribute to the FBA to the North University. The proposed carwash project is consistent with the traffic impacts disclosed in EIR 88-0612 and 2007 Addendum, and the traffic mitigation of the FBA fee was paid with the previous project on site.

Vehicle Miles Traveled

On September 27, 2013, Governor Edmund G. Brown, Jr. signed SB-743 into law, starting a process that fundamentally changes the way transportation impact analysis is conducted under CEQA. Related revisions to the State's CEQA Guidelines include elimination of auto delay, level of service (LOS), and similar measurements of vehicular roadway capacity and traffic congestion as the basis for determining significant impacts.

In December 2018, the California Resources Agency certified and adopted revised CEQA Guidelines, including new section 15064.3. Under the new section, vehicle miles traveled (VMT), which includes

the amount and distance of automobile traffic attributable to a project, is identified as the "most appropriate measure of transportation impacts." As of July 1, 2020, all CEQA lead agencies must analyze a project's transportation impacts using VMT.

The City of San Diego Transportation Study Manual (TSM) dated September 29, 2020 is consistent with the California Environmental Quality Act (CEQA) guidelines and utilizes VMT as a metric for evaluating transportation-related impacts. Based on these guidelines, all projects shall go through a screening process to determine the level of transportation analysis that is required.

The project would include a carwash adjacent to auto services and storage and a Miramar Superstar Car Wash VMT Screening Analysis (Chen Ryan Associates, April 5, 2021) was provided to assess VMT. The analysis determined the project meets the criteria of a "Locally Serving Retail Project," as defined by the City of San Diego. The City definition for locally serving retail includes the following parameters: 1) The retail gross floor area of the project is 100,000 square feet or less. 2) The market capture area for the project is approximately three miles or less and serves a population of roughly 25,000 people or less. Based upon the screening criteria identified above, the project qualifies as a "Locally Serving Retail Project" and is screened out from further VMT analysis. Therefore, as recommended in the City of San Diego TSM, September 29, 2020, the project would have a less than significant impact.

Therefore, based on the foregoing information, there is no evidence that the project would require a major change to the EIR. The project would not result in any new significant impact, nor would a substantial increase in the severity of impacts from that described in the EIR result.

Air Quality

1990 Miramar Road Auto Center EIR

The 1990 EIR provides an analysis of air quality impacts associated the 14.85-acre Miramar Auto Center. The 1990 EIR discussed air quality plan consistency, direct and cumulative impacts related to air quality. The conditions of the San Diego Air Basin at the time of the project was provided and information collected at the APCD monitoring station in Kearny Mesa was used to estimate the existing air quality in the project area. The EIR discussed the San Diego Regional Air Quality Strategy (RAQS) the Air Quality Management Plan for the San Diego Air Basin. The RAQs accommodate growth if projects are consistent with the growth projections in the RAQs and the EIR did not determine the project was inconsistent with the RAQs.

The 1990 EIR projected the project's contribution to vehicle emissions using the estimated 3,402 Average Daily Trips (ADT) and concluded that the proposed Miramar Auto Center would not have a significant direct impact on air quality. Since the project is located in the San Diego Air Basin, which did not meet state and federal standards at the time, the EIR determined that any incremental increase to air quality pollutants contributed to cumulative impacts to the air basin. The project was required to comply with the City's Transportation Demand Management (TDM) ordinance, however the EIR concluded the project's contribution to cumulative air quality impacts cannot be mitigated to below a level of significance.

Project

The Express Carwash project is located on 0.71-acres of the larger 14.85-acre Miramar Road Auto Center site analyzed in the 1990 EIR. The San Diego Air Pollution Control District (SDAPCD) and San Diego Association of Governments (SANDAG) are responsible for developing and implementing the clean air plan for attainment and maintenance of the ambient air quality standards in the San Diego Air Basin. The County Regional Air Quality Strategy (RAQS) was adopted in 1991 and is updated on a triennial basis (most recently in 2016). The RAQS outlines the SDAPCD's plans and control measures designed to attain the state air quality standards for ozone (O3).

The RAQS relies on information from the California Air Resources Board (CARB) and SANDAG, including mobile and area source emissions, as well as information regarding projected growth in San Diego County and the cities in the county, to project future emissions and then determine the strategies necessary for the reduction of emissions through regulatory controls. CARB mobile source emission projections and SANDAG growth projections are based on population, vehicle trends, and land use plans developed by San Diego County and the cities in the county as part of the development of their general plans. The RAQS relies on SANDAG growth projections based on population, vehicle trends, and land use plans developed by the cities and by the county as part of the development of their general plans. As such, projects that propose development that is consistent with the growth anticipated by local plans would be consistent with the RAQS. However, if a project proposes development that is greater than that anticipated in the local plan and SANDAG's growth projections, the project might be in conflict with the RAQS and may contribute to a potentially significant cumulative impact on air quality.

The proposed Project is consistent with the University Community Plan and therefore would not obstruct or conflict with the implementation of the RAQS or applicable portion of the State Implementation Plan (SIP).

According to the Project Information Form, the project would generate a net 740 ADT. A trip generation analysis was conducted for the land uses currently occupied on the 14.85-acre site, to determine whether the proposed Project is consistent with the Miramar Road Auto Center EIR. Land use quantities for each of the existing buildings were calculated by measuring the building square footage (building base area multiplied by the number of floors in each building). Trip generation rates were obtained from the City of San Diego's Trip Generation Manual (May 2003). The total trip generation for the Miramar Road Auto Center project site is 2,345 ADT under existing conditions and 3,085 ADT with the proposed Project conditions. Both of which are lower than the 3,402 ADT identified in the 1990 Miramar Road Auto Center EIR. Since the project would generate less ADT than previously proposed, it is assumed the proposed project would reduce the vehicular emissions anticipated in the 1990 EIR. Based on the analysis, operational emissions would not exceed the City's significance determination thresholds and operation emission impacts would be less than significant.

Therefore, based on the foregoing information, there is no evidence that the project would require a major change to the EIR. The project would not result in any new significant impact, nor would a substantial increase in the severity of impacts from that described in the EIR result.

Human Health/Public Safety

Human Health and Public Safety was not analyzed in the 1990 Miramar Road Auto Center EIR. Although no new mitigation was required, the following hazards analysis was considered during the 2007 Addendum:

2007 Addendum to Miramar Road Auto Center EIR

The Addendum for the auto dealership located on the .71-acre site included additional information regarding hazardous materials. According to the San Diego County Hazardous Materials Environmental Assessment Listing (2006), the project site is located within ~ 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.

The Addendum 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. The Addendum concluded, no further environmental assessment work or mitigation is required to assess hazardous materials.

Project

The project site is a redevelopment of the auto dealership and no additional hazardous materials cases have been identified on or adjacent to the site since the Addendum analyzed it in 2007 and concluded that no further environmental assessment work or mitigation was required. Therefore, based on the foregoing analysis and information, there is no evidence that the project would require a major change to the EIR. The project would not result in any new significant impact, nor would a substantial increase in the severity of impacts from that described in the EIR result.

VI. MITIGATION, MONITORING, AND REPORTING PROGRAM (MMRP) INCORPORATED INTO THE PROJECT

None Required.

VII. SIGNIFICANT UNMITIGATED IMPACTS

The Miramar Auto Center EIR No. 88-0612/SCH No. 90010972 indicated that direct significant impacts to the following issues would be substantially lessened or avoided if all the proposed mitigation measures recommended in the EIR were implemented: biological resources, traffic and air quality. With respect to cumulative impacts, implementation of the EIR would result in significant

traffic and air quality, which would remain significant and unmitigated. Because there were significant unmitigated impacts associated with the original project approval, the decision maker was required to make specific and substantiated "CEQA Findings" which stated: (a) specific economic, social, or other considerations which make infeasible the mitigation measures or project alternatives identified in the FEIR, and (b) the impacts have been found acceptable because of specific overriding considerations. Given that there are no new or more severe significant impacts that were not already addressed in the previous certified EIR, new CEQA Findings and or Statement of Overriding Considerations are not required.

The proposed project would not result in any additional significant impacts nor would it result in an increase in the severity of impacts from that described in the previously certified EIR.

VIII. CERTIFICATION

Copies of the addendum, the certified EIR, and associated project-specific technical appendices, if any, may be reviewed by appointment in the office of the Development Services Department, or purchased for the cost of reproduction.

Sara Osborn

Sara Osborn, Senior Planner
Development Services Department

May 11, 2021

Date of Final Report

Analyst: Sara Osborn

Attachments:

Figure 1: Location

Figure 2: Site Plan

VIII. REFERENCES

Chen Ryan Mobility

2021 Miramar Superstar Car Wash VMT Screening Analysis Memorandum

Partner

2020 Geotechnical Report for Super Star Car Wash

Spear & Associates, Inc.

2020 Hydrology & Hydraulic Report for Super Star Car Wash

2020 Storm Water Quality Management Plan Superstar Car Wash

San Diego, City of

1987 University Community Plan

1990 Environmental Impact Report No. 88-0612/SCH No. 90010972

2004 Mitigated Negative Declaration Project No. 10242

2007 Addendum to EIR No. 101847 (EIR No. 88-0612/SCH No. 90010972)

2016 California Environmental Quality Act Significance Determination Thresholds.

2020 Climate Action Plan Consistency Checklist for the Express Carwash No. 658226

2020 Project Information Form for the Super Star Car Wash Project No. 658226



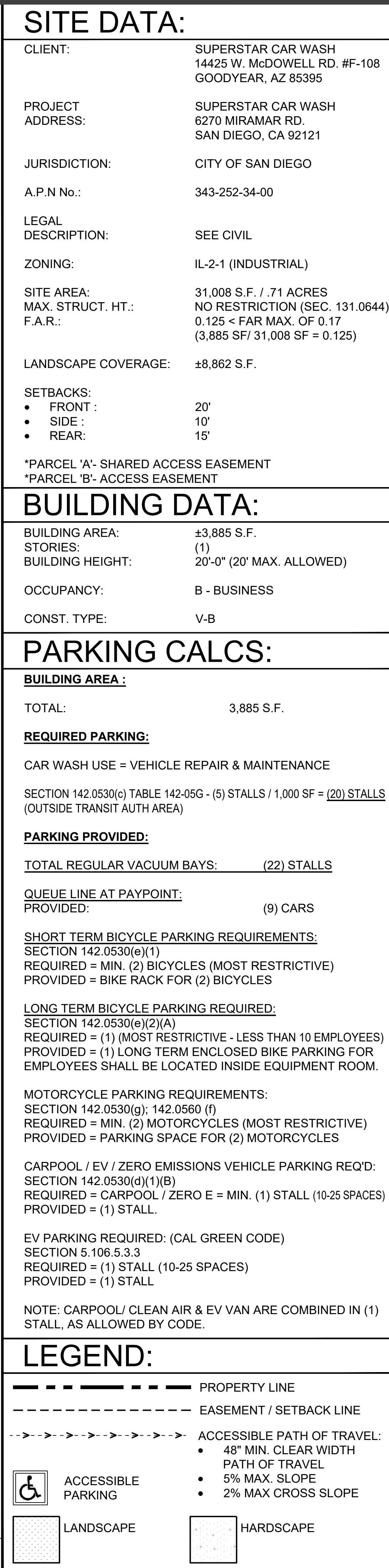
Location

Express Car Wash SDP / Project No. 658226

City of San Diego – Development Services Department

FIGURE

No.1



PLANNING RESUBMITTAL 2-24-2021