



THE CITY OF SAN DIEGO

ADDENDUM

Project No. PRJ-1054862
Addendum to ND No. 87-1054
SCH No. N/A

SUBJECT: 3060 Carmel Valley Road: Amendments to a Conditional Use Permit (CUP), Neighborhood Use Permit (NUP), and Coastal Development Permit (CDP) for proposed improvements to an existing automobile fueling and service station, including the proposed demolition of an existing 1,022- square- foot (sf) convenience store and demolition of an existing 1,395 sf service station, the construction of a new 2,760 sf convenience store, a new 2,625 sf car wash and queue lane with associated improvements and landscape. The project includes retaining the existing fuel canopy, adding new vacuums, and relocating hydrogen fueling equipment, and signage at 3060 Carmel Valley Road. The 0.86-acre site is in the Commercial-Community (CC-1-3) zone, Coastal Overlay Zone (Non Appealable), Parking Impact Overlay Zone- Coastal, Very High Fire Severity Zone, and Transit Priority Area and is designated Visitor Commercial and Open Space within the Carmel Valley Community Plan area. (LEGAL DESCRIPTION: Parcel 1 of Church Highland Subdivision Unit No.1 Map No. 5837.) APPLICANT: Monika Uehlin.

I. SUMMARY OF PROPOSED PROJECT

The project proposes amendments to a Conditional Use Permit (CUP), Neighborhood Use Permit (NUP), and Coastal Development Permit (CDP) for proposed improvements to an existing automobile fueling and service station including demolition of an existing 1,022 square foot (sf) convenience store and demolition of an existing 1,395 sf service station, the construction of a new 2,760 sf convenience store, a new 2,625 sf car wash and queue lane with associated improvements and landscape. The project includes retaining the existing fuel canopy, adding new vacuums, and relocating hydrogen fueling equipment, and signs at 3060 Carmel Valley Road.

Grading quantities include 1,756 cubic yards of excavation to a maximum depth of 4.56 feet and 331 cubic yards of fill to a maximum depth of 2.08 feet. Best Management Practices (BMPs), such as watering to suppress dust during construction and fiber rolls to contain water runoff will be implemented in order to reduce construction related nuisances.

The project also proposes drainage improvements including a 900-sf subsurface detention facility and a Modular Wetland System. The project will store the stormwater runoff in the subsurface detention facility and treat the low flow with the Modular Wetland System.

A Landscape Plan was reviewed and approved by the City's Landscape Planning staff and includes some existing landscape to remain including existing palm trees and the addition of new street trees including Peppermint, Marina Strawberry, Guadalupe Palm, and Carob in addition to ornamental shrubs, grasses, and ground covers.

II. SUMMARY OF ORIGINAL PROJECT

Negative Declaration (ND) No. 87-1054 analyzed a Conditional Use Permit (CUP) to redevelop the existing service station with a redesigned Shell service station, food mart, and car wash. A new 1,192-square-foot food mart containing a cashier, restrooms and utility room were proposed to replace the existing service station building, which would be demolished. The existing underground gasoline tanks would be retained, and the gasoline dispensing islands would be relocated approximately 20 feet to the west and enlarged to include six dual gas pump units in two islands covered by a new 60-foot by 70-foot canopy. A free-standing 648-square-foot car wash facility was also proposed.

III. ENVIRONMENTAL SETTING

The 0.86-acre site is in the Commercial-Community (CC-1-3) zone Coastal Overlay Zone (Non Appealable), Parking Impact Overlay Zone- Coastal, Very High Fire Severity Zone, and Transit Priority Area and is designated Visitor Commercial and Open Space within the Carmel Valley Community Plan area. The project site is located on Carmel Valley Road, just east of Interstate 5. State Route 56 is located across Carmel Valley Road to the south. The northbound freeway on-ramp to Interstate 5 is adjacent on the west with Interstate 5 adjacent on the northwest. Commercial uses are to the northeast of the site. The site is currently developed with a gas station containing a 2,048 sf fuel canopy, hydrogen fueling station, 1,395 sf service station, 1,022 sf convenience store, and associated site improvements.

IV. ENVIRONMENTAL DETERMINATION

The City previously prepared and certified the Shell Oil Station/Carmel Valley Road Negative Declaration (ND) No. 87-1054. 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 ND relative to the project. A comparison of the project's impacts related to those of the ND No. 87-1054 is provided below in Table 1.

**Table 1
Impact Assessment Summary**

Environmental Issues	ND	Project	New Mitigation?	Project Resultant Impact
Geology/Soils	Less than Significant	No new impacts	No	Less than Significant
Air	No Impact	No new impacts	No	No Impact
Hydrology/Water Quality	Less than Significant	No new impacts	No	Less than Significant
Biology	No Impact	No new impacts	No	No Impact
Noise	Less than Significant	No new impacts	No	Less than Significant
Light, Glare, and Shading	No Impact	No new impacts	No	No Impact
Land Use	No Impact	No new impacts	No	No Impact
Natural Resources	No Impact	No new impacts	No	No Impact
Hazardous Materials	Less than Significant	No new impacts	No	Less than Significant
Population	No Impact	No new impacts	No	No Impact
Housing	No Impact	No new impacts	No	No Impact
Transportation/Circulation	Less than Significant	No new impacts	No	Less than Significant
Public Services	No Impact	No new impacts	No	No Impact
Utilities	No Impact	No new impacts	No	No Impact
Energy	No Impact	No new impacts	No	No Impact
Water Conservation	No Impact	No new impacts	No	No Impact
Visual Quality/Aesthetics	Less than Significant	No new impacts	No	Less than Significant
Cultural/ Scientific Resources	No Impact	No new impacts	No	No Impact

Geology and Soils

Shell Oil Station/Carmel Valley Road ND 87-1054

The ND determined that the project would not result in unstable geologic or soil conditions according to the Seismic Safety Study Geotechnical Land Use Capability Map or other evidence and would not result in any increase in wind or water erosion of soils on or off the site. Impacts were determined to be less than significant.

Project

The results of a Geotechnical Investigation prepared for the project (Geotech Inc., 2022) are incorporated into this analysis. The site is not in a seismically active region. No active or potentially active fault is known to exist at this site nor is the site situated within an "Alquist-Priolo" Earthquake Fault Zone or a Special Studies Zone. No faults transecting the site were identified. The nearest known active fault is the Newport Inglewood-Rose Canyon fault located about 2.63 miles to the southeast of the site.

Based on the anticipated depth of removals and the underlying sandstone formation, groundwater is not anticipated to be a factor in site development. The site is not located near a City- or State-identified landslide, liquefaction, or fault rupture hazard area. Project components would be designed and constructed in conformance with all applicable construction standards, the CBC, and all other applicable requirements. Therefore, the project would not be subject to potential onsite or offsite landslides, lateral spreading, subsidence, liquefaction, or collapse; and impacts would be less than significant.

Site soils are anticipated to exhibit a very low expansion potential. Additionally, seismic design of the proposed structure would be performed in accordance with guidelines currently adopted by the City, including CBC and seismic design parameters of the Structural Engineers Association of California. Implementation of proper engineering design and utilization of standard construction practices, to be verified at the building permit stage, would ensure that the potential for impacts would be reduced to an acceptable level of risk. In addition, approval of a final geotechnical investigation by the City would be required prior to site development. Therefore, geologic hazard impacts would be less than significant.

Implementation of the project would increase the potential for soil erosion and the off-site transport of eroded material (sedimentation), through activities such as the removal of vegetation, demolition of the existing structure and site improvements, and grading/excavation of the project site. Erosion and sedimentation can increase sediment volumes in surface water runoff, potentially resulting in water quality impacts to downstream receiving waters such as increased turbidity and the transport of contaminants that tend to adhere to sediment particles (with related effects to aquatic habitats and species). These potential impacts would be avoided or reduced to below a level of significance by required adherence to erosion control standards pursuant to applicable NPDES and related City regulations. Specifically, regulatory conformance would be achieved/maintained through measures including the use of appropriate BMPs to be implemented as part of the City/NPDES storm water standards. As such, erosion impacts would be less than significant.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the Negative Declaration. 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 Negative Declaration result.

Air Quality

Shell Oil Station/Carmel Valley Road ND 87-1054

The ND identified that the project would not substantially deteriorate ambient air quality. The ND further identified that the project would not expose sensitive receptors to substantial pollutant concentrations as no such concentrations occurred on or near the site, nor create objectionable odors. Although dust would occur temporarily during construction, the ND determined that the project would not result in the creation of dust or objectionable odors. Lastly, the ND determined that the project would not alter the air movement in the area of the project site, or substantially alter the moisture, temperature, or climate locally or regionally. Overall, the ND concluded that the project would not result in air quality impacts.

Project

The project would not result in air emissions that would substantially deteriorate ambient air quality, create objectionable odors, or dust. The project would not expose sensitive receptors to substantial pollutant concentrations. The project would be consistent with the General Plan, community plan, and the underlying zoning designations. Therefore, the project would be consistent at a sub-regional level with the underlying growth forecasts in the RAQS and would not obstruct implementation of the RAQS.

Short-Term (Construction) Emissions

Construction-related activities would be temporary, short-term sources of air emissions. Sources of construction-related air emissions include fugitive dust from grading activities; construction equipment exhaust; construction-related trips by workers, delivery trucks, and material-hauling trucks; and construction-related power consumption.

Construction operations would include standard measures as required by City of San Diego grading permit to limit potential air quality impacts. Therefore, impacts associated with fugitive dust would be considered less than significant and would not violate an air quality standard or contribute substantially to an existing or projected air quality violation.

Odors would be generated from vehicles and/or equipment exhaust emissions during construction of the project. Odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment and architectural coatings. Such odors are temporary and generally occur at magnitudes that would not affect a substantial number of people. Therefore, no impacts would occur.

Long-Term (Operational) Emissions

Long-term air emission impacts are those associated with stationary sources and mobile sources related to any change caused by a project. The project would produce minimal stationary source emissions. The project is compatible with the surrounding development and is permitted by the community plan and zone designation. Based on the land use, project emissions over the long-term are not anticipated to violate any air quality standard or contribute substantially to an existing or projected air quality violation. Impacts would be less than significant.

Typical long-term operational characteristics of the project are not associated with the creation of such odors nor anticipated to generate odors affecting a substantial number of people. Therefore, project operations would result in no impact.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the ND. 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 ND occur.

Hydrology/Water Quality

Shell Oil Station/Carmel Valley Road ND 87-1054

No significant water quality impacts were identified in the ND. The ND determined that the project would not result in significant changes in absorption rates, drainage patterns, or the rate and amount of surface runoff, result in alterations to the course or flow of flood waters, or discharge into surface waters, or result in any alteration of surface or groundwater quality. Additionally, the ND determined that the project would not expose people or property to water-related hazards or result in changes in deposition or erosion which may modify a channel of a river or stream or the bed of the ocean or any bay, inlet or lake. Impacts were determined to be less than significant.

Project

A Drainage Study (Omega Engineering Consultants, 2023), was conducted and determined that the project would result in a decrease in calculated peak flows with the implementation of the proposed detention facility and Modular Wetland System. The project would not substantially alter the existing drainage pattern across the site and would not increase water surface elevations. Similar to the previously approved project, the current project would not substantially alter on or off-site drainage patterns.

Additionally, the project is required to comply with all applicable hydrology and water quality regulations and standards. The project would comply with the City's Stormwater Management and Discharge Control Ordinance (SDMC Chapter 4, Article 3, Division 3), Storm Water Runoff and Drainage Regulations (SDMC Section 142.02 et al.), Drainage Design Manual (City of San Diego 2017), and other applicable storm water quality standards during and after construction. These requirements will be reviewed by qualified City staff and would be verified during the ministerial building permit process. Adherence to applicable water quality standards would ensure significant adverse impacts are avoided.

The project would not place any structures in the 100-year flood hazard areas or flood plain and is not located in an area that is exposed to the risk of flooding. Impacts would be less than significant.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the ND. 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 ND occur.

Biology

Shell Oil Station/Carmel Valley Road ND 87-1054

The existing gasoline station site was fully developed and lacked sensitive biological resources. As such, the ND determined that there would be no significant impacts to biological resources. No mitigation was required.

Project

This project is located on the same developed property that was described in the Shell Oil Station/Carmel Valley Road ND and is surrounded by existing development. The site does not contain any sensitive biological resources. Furthermore, the project site does not contain, nor is it adjacent to, the City of San Diego Multi-Habitat Planning Area (MHPA) designated lands. Therefore, impacts to biological resources would not occur.

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

Noise

Shell Oil Station/Carmel Valley Road ND 87-1054

The approved project included a 24-hour car wash with the exterior wall located approximately 18 feet west of the curb of Old El Camino Real. Projected noise levels, including the car wash were given preliminary review by the City of San Diego Noise Abatement Office and were found not to exceed the City's adopted noise ordinance for adjacent commercial uses. The adopted Visitor Center Development Plan for the adjacent property to the east was used to make this determination. Thus, ND 87-1054 determined that there would be no significant noise impacts from the operations of the car wash and mitigation measures were not required.

Project

The City of San Diego's CEQA Significance Determination Thresholds states if a project would generate noise levels at the property line which exceed the City's Noise Ordinance Standards it could be considered potentially significant (such as projects operating generators or noisy equipment).

A Noise Study was prepared for the proposed project (Idibri, 2023). A 24-hour noise measurement was taken on September 27, 2022. Using measured data from the site, the one hour average equivalent sound level (Leq1-hr) was calculated for 7am-7pm and 7pm-

7am. The Leq1-hr values were 72dBA and 69dBA respectively. The project site and all adjacent property lines are zoned for Commercial use. Per the City of San Diego Municipal Code Section 59.5.0401. Sound Level Limits, the maximum allowable noise level at the property line to Commercial Land Use is 65dBA Leq1-hr during the daytime hours of 7am-7pm and 65dBA Leq1-hr between 7pm-7am.

Using the measured data provided for the equipment, relevant topographical data, and the captured ambient noise levels of the site, a SoundPLAN model was created. Assuming all vacuums and dryer units are operating at full capacity for 50 minutes of each hour from 7am-7pm and 50 minutes of 4 hours from 7pm-7am, the predicted noise levels at the property lines are anticipated to be within the City noise limits (65dBA 7am-7pm, and 60dBA 7pm-7am) outlined by the City of San Diego Municipal Code.

The predicted noise levels due vehicle trip generation are predicted to be at least 3 decibels below the ambient noise levels present on site and would therefore, not significantly increase the existing ambient noise levels.

The San Diego Municipal Code has a noise limit of 75dBA Leq12-hr for construction noise at residential property lines or sensitive receptors. Based on the anticipated construction equipment and durations, the predicted noise levels at the nearest property line of 70dBA Leq12-hr, is within the City noise limits. As such, the project would meet applicable noise limits and impacts would be less than significant.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the Negative Declaration. 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 Negative Declaration result.

Light, Glare, and Shading

Shell Oil Station/Carmel Valley Road ND 87-1054

The ND determined that the project would not result in substantial light or glare or the substantial shading of other properties. No impact was identified. No mitigation was required.

Project

The project would comply with the outdoor lighting standards contained in SDMC Section 142.0740 (Outdoor Lighting Regulations) that requires all outdoor lighting be installed, shielded, and adjusted so that the light is directed in a manner that minimizes negative impacts from light pollution, including trespass, glare, and to control light from falling onto surrounding properties. Therefore, there would be no impact.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the Negative Declaration. 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 Negative Declaration result.

Land Use

Shell Oil Station/Carmel Valley Road ND 87-1054

The North City West Community Plan designated the project site for open space and/or freeway interchange. The site was zoned CA (area shopping center). The proposed use was determined to be compatible with the intent of the CA zone, which can also include neighborhood commercial uses. With a Conditional Use Permit (CUP), a service station/food mart was a permitted use. As such, the ND determined no impact would occur. No mitigation was required.

Project

The project is located within a site which is developed with a gasoline station, service station and convenience store, and a hydrogen fuel cell dispenser and is surrounded by commercial development and the project site would continue to operate as a gasoline station with a new carwash and convenience store. The project would be consistent with the General Plan, Community Plan and underlying zone designations. The project would not substantially change the nature of the surrounding area and would not introduce any barriers or project features that could physically divide the community. The project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, community plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. The project would not conflict with any applicable habitat conservation plan or natural community conservation plan as the site is not located within or adjacent to the Multi-Habitat Planning Area (MHPA). No impact would occur.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the ND. 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 ND occur.

Natural Resources

Shell Oil Station/Carmel Valley Road ND 87-1054

The existing gasoline station site was fully developed. The ND determined that the project would not result in the prevention of future extraction of sand and gravel resources or result in the conversion of agricultural land to nonagricultural use or the impairment of the agricultural productivity of agricultural land. No impacts were identified.

Project

This project is located on the same developed property that was described in the Shell Oil Station/Carmel Valley Road ND and is surrounded by existing development. The site does not contain any known mineral resources and does not contain agriculture land and is not in the vicinity of agricultural uses. The project would result in no impacts.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the ND. 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 ND occur.

Hazardous Materials

Shell Oil Station/Carmel Valley Road ND 87-1054

The ND determined that the project would not involve a risk of an explosion or the release of hazardous substances (including, but not limited to gas, oil, pesticides, chemicals or radiation). Impacts were determined to be less than significant.

Project

As part of the environmental review process, steps must be taken to disclose and address the safe removal, disposal, and/or remediation of hazardous materials. The subject site at 3060 Carmel Valley Road is listed as having two closed cases, a Leaking Underground Storage Tank site (Carmel Valley Shell T06019720520) and a Cleanup Program Site (Carmel Valley Shell T0607303121) on the State Water Resources Control Board Geotracker database for hazardous waste sites. Due to the project being included on Government Code Listing of hazardous waste site, the City is required to disclose that the subject site has closed case listings.

The San Diego Water Quality Board (SDWQCB Region 9) is the agency providing oversight for this location. At the request of the SDWQCB, the applicant submitted a Soil Management Plan (SMP) (Enercon, 2023). The SMP describes measures for the treatment of potentially contaminated soils onsite including environmental activities for site grading, notification and identification of unknown environmental concerns, and site-specific soil management protocols. The SMP was reviewed by SDWQCB and comments were provided to the Applicant on November 30, 2023. As a condition of the project, SWRCB approval and compliance with the Soil Management Plan are required.

In addition, as part of the environmental review and the City's CEQA Significance Determination Thresholds for non-residential projects, the applicant submitted a Hazardous Materials Questionnaire (HMQ) that was reviewed and accepted by Staff.

The applicant is required to comply with the approved SMP and comply with the protocols, if contaminated soils are encountered. As such, the project is not expected to result in impacts and mitigation is not required.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the Negative Declaration. 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 Negative Declaration result.

Population

Shell Oil Station/Carmel Valley Road ND 87-1054

The ND identified the project would not alter the planned location, distribution, density or growth rate of the population area and therefore no impacts were identified and a substantial increase in population would not occur.

Project

The project site is developed with an existing gas station and is surrounded by commercial development. The project site would continue to operate as a gas station with the addition of a carwash and new convenience store. The project would not increase population growth in the area, either directly or indirectly. No impacts would occur.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the ND. 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 ND occur.

Housing

Shell Oil Station/Carmel Valley Road ND 87-1054

The ND identified the project would not affect existing housing or create a demand for additional housing and therefore no impacts were identified and an impact on housing would not occur.

Project

The project site is developed with an existing gas station and is surrounded by commercial development. The project site would continue to operate as a gas station with the addition of a carwash and new convenience store. The project would not displace any housing or result in an increase in demand for additional housing.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the ND. 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 ND occur.

Transportation/Circulation

Shell Oil Station/Carmel Valley Road ND 87-1054

The ND identified the project would not result in traffic generation in excess of specific/community plan allocation or an increase in projected traffic which is substantial in relation to the capacity of the street system. Less than significant impacts were identified and mitigation was not required.

Project

The project was evaluated under the City's Transportation Study Manual (TSM) Vehicle Miles Traveled (VMT) Screening Criteria for a land development project. The TSM was adopted in 2020 and updated in 2022, in response to SB 743 and CEQA Guidelines Section 15064.3 by the City as part of the Complete Communities: Mobility Choices program. The CEQA significance determination for transportation impacts associated with the project is based on the VMT metric.

A VMT Screening Memorandum (LOS Engineering, Inc., 2024) was prepared for the project. The proposed redevelopment of the site with a new convenience store and carwash was determined to meet the screening criteria for a Locally Serving Retail Project because the project would be a locally serving automobile service/convenience market chain with less than 100,000 square feet serving a primary market of less than three surrounding miles as determined by the Market Study (C2 Consulting Collective, 2024). The project does not require a detailed transportation VMT analysis because the project is locally serving retail; therefore, the project would be presumed to have a less than significant transportation impact.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the ND. 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 ND result.

Public Services

Shell Oil Station/Carmel Valley Road ND 87-1054

Public services, such as fire protection, police protection, schools, parks and other recreational facilities, and other governmental services were identified to be adequate for the area. The project did not have an effect upon or result in the need for new or altered governmental services; therefore, no impact was identified.

Project

The project site is developed with an existing gasoline station within an urbanized area. Fire protection and police protection services are provided. The project would not adversely affect existing levels of such services to the area and would not require the construction of new or expansion of existing governmental facilities. No impacts would occur, and no mitigation measures are required.

Further, the project would not significantly increase the demand on public schools over that which currently exists and is not anticipated to result in a significant increase in demand for public educational services, nor would the project significantly increase the demand on existing neighborhood or regional parks or other recreational facilities over that which presently exists.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the ND. 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 ND occur. No impacts would occur, and no mitigation measures are required.

Utilities

Shell Oil Station/Carmel Valley Road ND 87-1054

Alteration to existing utilities that included power, natural gas, communications systems, water, sewer, storm water drainage, or solid waste disposal was not required as all utilities were already available. Therefore, the project did not result in a need for new systems or require substantial alterations to existing utilities; no impact was identified.

Project

Adequate services are available to serve the site, and the project would not require the construction or expansion of existing utility facilities. Implementation of the project would not interrupt existing sewer service to the project site or other surrounding development. The project is not anticipated to generate a significant amount of wastewater. Wastewater facilities used by the project would be operated in accordance with the applicable wastewater treatment requirements of the Regional Water Quality Control Board (RWQCB). Existing sewer infrastructure exists within roadways surrounding the project site and adequate services are available to serve the project.

The project would be served by a landfill with sufficient permitted capacity to accommodate the project's disposal additional needs. The project would not exceed the City's threshold for solid waste impacts of construction, demolition and/or renovation of 40,000 sf or more of building space. Construction debris and waste would be generated from the demolition of the existing service station and convenience store. All construction waste from the project site would be transported to an appropriate facility, which is expected to have adequate capacity to accept the limited amount of waste that would be generated by a project of this size. Long-term operation of the proposed project is anticipated to generate typical amounts of solid waste associated with commercial uses. Furthermore, the project would be required to comply with the City's Municipal Code (including the Refuse and Recyclable Materials Storage Regulations (Municipal Code Chapter 14, Article 2, Division 8), Recycling Ordinance (SDMC Chapter 6, Article 6, Division 7), and the Construction and Demolition (C&D) Debris Deposit Ordinance (SDMC Chapter 6, Article 6, Division 6) for diversion of both construction waste during the demolition phase and solid waste during the long-term, operational phase.

The project would comply with all Federal, State, and local statutes and regulations related to solid waste. The project would not result in the generation of large amounts of solid waste, nor generate or require the transport of hazardous waste materials, other than minimal amounts generated during the construction phase. All demolition activities would comply with any City of San Diego requirements for diversion of both construction waste during the demolition phase and solid waste during the long-term, operational phase. Impacts would be less than significant.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the ND. 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 ND occur. No impacts would occur, and no mitigation measures are required.

Energy

Shell Oil Station/Carmel Valley Road ND 87-1054

The ND identified the project would not result in the use of excessive amounts of fuel or energy. Therefore, no impact was identified.

Project

Development of the project would not result in any new or more severe impacts related to electrical power or fuel consumption. The project would be required to meet the mandatory energy standards of the current California energy code. Additionally, construction of the project would consume energy through the operation of heavy off-road equipment, trucks, and worker traffic, however, construction would be temporary and short-term in duration. Therefore, impacts would be less than significant.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the ND. 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 ND occur.

Water Conservation

Shell Oil Station/Carmel Valley Road ND 87-1054

The ND identified the project would not result in the use of excessive amounts of water or landscaping that would be non-drought resistant vegetation. The project's landscaping was determined to be in conformance with the Landscape Technical Manual. No impact was identified.

Project

The project landscaping plan has been reviewed by City Landscape staff and would comply with all applicable City of San Diego Landscape ordinances and standards. The project would

be required to comply with San Diego Municipal Code Section 142.0413 (Water Conservation). Therefore, no impact was identified.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the ND. 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 ND occur.

Visual Quality/Aesthetics

Shell Oil Station/Carmel Valley Road ND 87-1054

The ND determined that there would be no adverse visual impacts to the surrounding area as a result of the proposed development. According to the landscape plan, ornamental groundcover and shrubs would be planted around the perimeter of the site with Torrey Pines placed along the perimeter, adjacent to the CALTRANS right-of-way. The ND determined that the food mart, car wash and canopy structures would not substantially alter existing views. Therefore, impacts were identified as less than significant.

Project

The project is located within a site which is developed with a gasoline station, service station and convenience store, and a hydrogen fuel cell dispenser and would continue to operate as such with the addition of a carwash and new convenience store. There are no designated scenic vistas or view corridors identified at the project site. The project is compatible with the surrounding development and does not conflict with the Carmel Valley Community Plan. The project would not degrade the existing visual character or quality of the site and its surroundings; therefore, impacts would be less than significant.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the Negative Declaration. 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 Negative Declaration result.

Cultural/Scientific Resources

Shell Oil Station/Carmel Valley Road ND 87-1054

The ND determined that the project would not result in the destruction of a prehistoric or historic archeological site, result in adverse physical or aesthetic effects to a prehistoric or historic/architecturally significant building, structure or object. Further, the ND determined that the project would not result in the loss of paleontological resources. No impacts were identified.

Project

The existing convenience store and service station were built in 1967 and renovated in 1986 and 2001 and the fueling canopy was built in 1967 and retrofitted in 1977. The original date of construction of these structures are older than 45 years, and therefore, the project site was subject to evaluation for historical significance in accordance with the Land Development Code Section 143.0212 and CEQA. Qualified city staff determined, based upon a review of the building and applicable documents, that the site does not include any resources eligible for designation and it is not a significant architectural historic resource.

The project site is not located in a sensitive area on the City's Historic Resource Sensitivity Maps. Additionally, the project area has been heavily graded and/or disturbed in the course of prior development associated with the existing gasoline station. Therefore, there is no potential to impact any unique or non-unique historical resources.

According to the Geology of the San Diego Metropolitan Area, California, it appears the subject property is underlain by artificial fill and young alluvial flood plain deposits, which has a low sensitivity for the discovery of paleontological resources. The project proposes 1,756 cubic yards (cy) of cut to a maximum depth of 4.56 ft and 331 cy of fill to a maximum depth of 4.56 ft. As such, the project would not meet the City's CEQA Significance Determination Thresholds and paleontological resource monitoring would not be required for the proposed project. The project would have no impacts on paleontological resources.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the ND. 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 ND occur.

Mandatory Findings of Significance

Shell Oil Station/Carmel Valley Road ND 87-1054

The ND concluded that the project would not have the potential to degrade the quality of the environment, impact fish and wildlife species or important historic or prehistoric resources. Additionally, the project would not result in impacts to long-term environmental goals, cumulative impacts, or result in adverse effects on human beings. No potentially significant impacts were identified in the ND.

Project

Based upon the analysis and conclusions explained in each issue area listed above, the project, if implemented, would not degrade the quality of the environment, impact fish and wildlife species or important historic or prehistoric resources. Additionally, the project would not result in impacts to long-term environmental goals, cumulative impacts, or result in adverse effects on human beings. The project would not result in impacts and would not require mitigation.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the ND. 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 ND result.

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

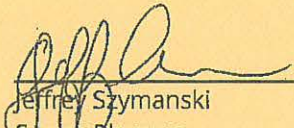
None required.

VII. SIGNIFICANCE IMPACT

The ND identified that the project would result in less than significant impacts. This Addendum also identifies that all project impacts would be below a level of significance, consistent with the previously certified NND.

VIII. CERTIFICATION

Copies of the addendum, the adopted ND, the MMRP, and associated project-specific technical appendices, if any, may be accessed on the City's CEQA webpage at <https://www.sandiego.gov/ceqa/final>.

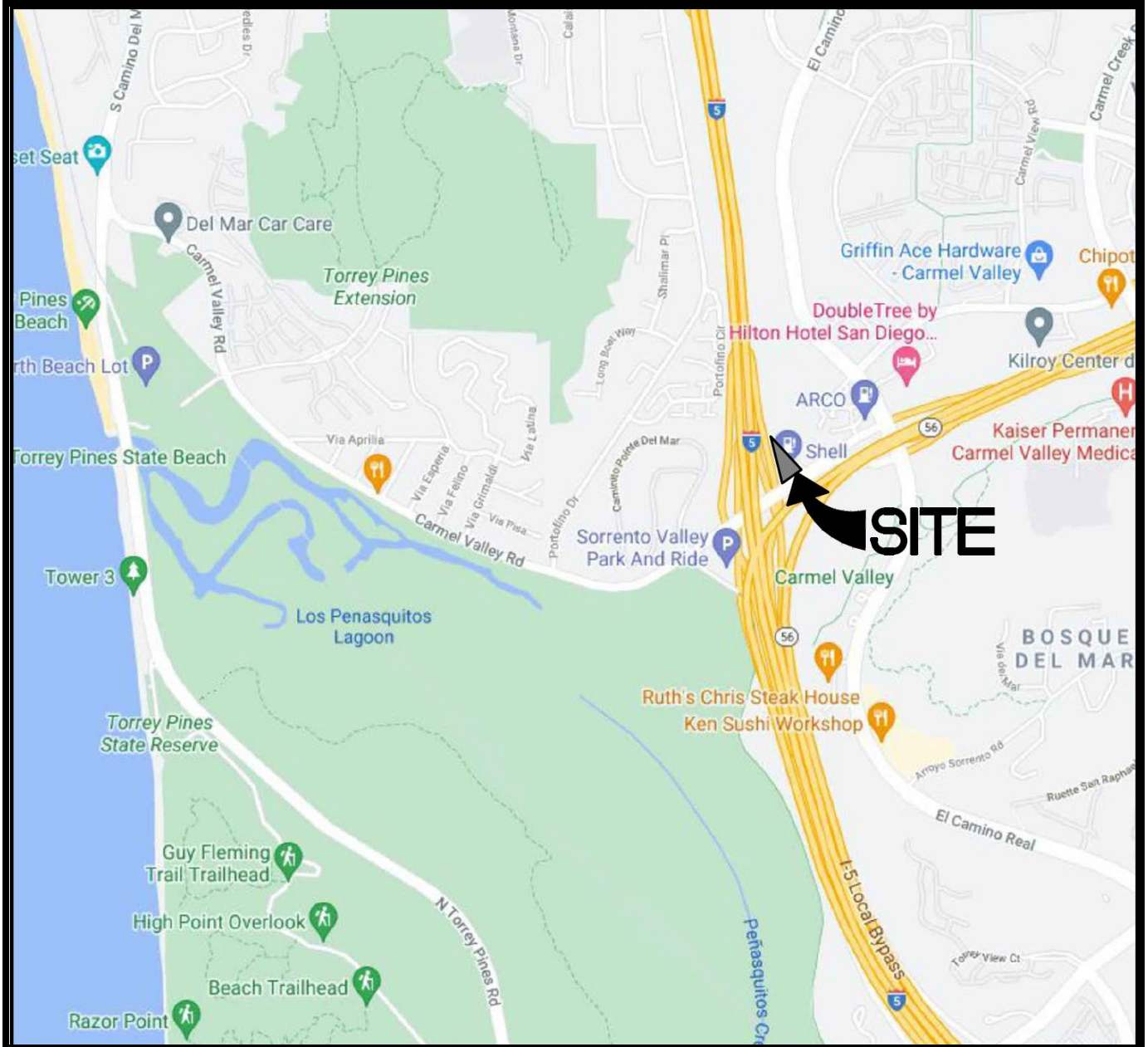


Jeffrey Szymanski
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Development Services Department

10/22/24
Date of Final Report

Analyst: Marlene Watanabe

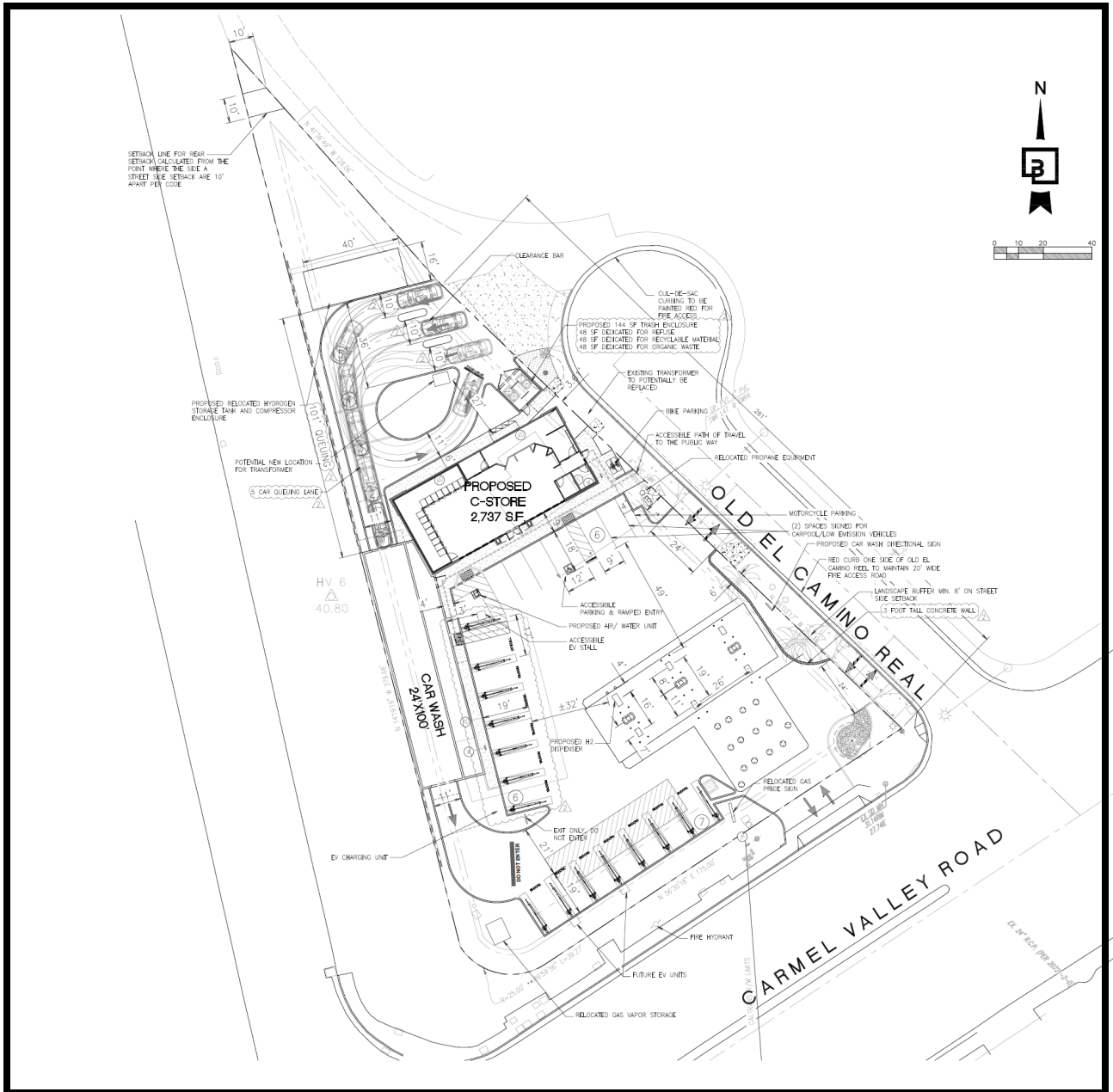
Attachments: Figure 1: Project Location
Figure 2: Site Plan
Negative Declaration No. 87-1054 /SCH No. NA



Project Location

3060 Carmel Valley Road / PRJ-1054862
Development Services Department

**FIGURE
No. 1**



Site Plan

3060 Carmel Valley Road / PRJ-1054862
 Development Services Department

**FIGURE
 No. 2**