

ERRATA TO THE FINAL EIR

The purpose of these errata is to correct factual inaccuracies or typographical errors, or to provide clarifying information in the Final Environmental Impact Report for the Otay Mesa Community Plan Update Project and cover revisions to City responses to comment letters and Final EIR (FEIR) analysis sections. These revisions are shown below as strikeout and underlined text. Where underline was shown in the FEIR and new text was added or deleted, the revision will be shown in double strikeout/double underline for clarity.

The 2nd paragraph on Page 2 of the FEIR Conclusions is revised to read as follows:

The updated Otay Mesa Community Plan would provide a long-range, comprehensive policy framework for growth and development in Otay Mesa ~~over the next 20 to 30 years~~ through an assumed buildout year of 2062.

In the City's Responses to Comments (RTC), the following revision has been made specifically to RTC D-2:

Comment noted. Due to the cost of providing additional freeway lanes and interchange improvements on SR-905, the resultant facilities benefit assessment fees that would be required to provide the improvements would make development economically infeasible. In addition there is some uncertainty related to the actual development and associated traffic impacts that will materialize over time. Transportation studies prepared for Specific Plans and subsequent development projects would more accurately identify impacts and provide appropriate mitigation through Public Facilities Financing Plan (PFFP) amendments and project-specific mitigation – either physical improvements or transportation demand management measures which may be more cost effective than alternative infrastructure improvements, or both. The PFFP project descriptions for projects T-11.1, T-11.2, T-16.7, T-21.1, T-21.2, T-25.2, and T-25.3 have been modified to indicate that these additional improvements should be considered based on future specific plan and development project studies. Furthermore, although mitigation in the form of one HOV lane in each direction on SR- 905 would reduce impacts on all five segments identified in the TIA, the state declined to include the HOV lanes as part of the SR-905 project and funding for the HOV lanes is not programmed at this time; therefore it is not included in the PFFP. This remains a significant unmitigated impact in the CPU.

In the City's Responses to Comments (RTC), the following revision has been made specifically to RTC D-7:

Draft CEQA Findings and Statement of Overriding Considerations and City response to comments will be made available to Caltrans, other commenter's and City decision-maker with release of the Final EIR. In addition, reasons for not recommending certain transportation improvements by the CPU have been incorporated into the FEIR Executive Summary (Pages S-28 and S-29) and in the Transportation Section (Pages 5.12-42 and 5.12-51)

In the City's Responses to Comments (RTC), the following revision has been made specifically to RTC H-6:

The two CPIOZ overlays are required to ensure protection of sensitive resources, construction of the circulation infrastructure, and conformance with the appropriate policies from the Urban Design Element. The first CPIOZ, Otay Mesa CPIOZ, is an overlay on all commercially and industrially designated and zoned properties except for the approximately 26-acre site that is designated Business Park, Residential Permitted (BPRP). The BPRP 26-acre site would have its own BPRP CPIOZ, and will be required to address the maximum area for residential development within the industrial designated and zoned area, and to ensure conformance with the appropriate policies from the Urban Design Element. Subsequent development projects located within the CPIOZ areas would be reviewed by appropriate City staff at the Process 1 (ministerial) or Process 2 (discretionary) levels, ~~which are considered ministerial~~, and regulated by Municipal Code Chapter 11 Article 2 Division 5. For Subsequent development projects that are consistent with the CPIOZ Type A requirements, ministerial permits would be processed. For subsequent development projects that are not consistent with the CPIOZ Type A requirements, CPIOZ Type B, a discretionary action, would apply.

In the City's Responses to Comments (RTC), the following revision has been made specifically to RTC H-11:

The Economic Prosperity Element is addressed in PEIR Section 5.1.3.1a. The PEIR concluded that the CPU is consistent with its goals and policies; no land use impact would result. In addition, the PEIR properly analyzes the implementation of BPRP relative to the surrounding IBT land use. The CPU anticipates that should residential development occur, it ~~shall~~ would be located close to the proposed village area to the west and not abutting Britannia Blvd., or near the existing uses east of the site. Further, the site is separated from the industrial lands north of I-905. It should be noted that implementation of the Otay Mesa CPU will implement the Economic Prosperity Element of the General Plan and apply the proper industrial land use designations to the community, as well as protect approximately 1,990 acres as Prime Industrial Lands.

In the City's Responses to Comments (RTC), the following revision has been made specifically to RTC H-17:

The assertion that CPIOZ Type A does not include a policy review is incorrect. The CPU states that CPIOZ Type A is applicable where development is consistent with the CPU as related to certain plan policies. The Project Description (FEIR Chapter 3) has been revised to further define the specific sections and policies of the CPU applicable to projects submitted for review in accordance with CPIOZ Type A. However, it also states that projects inconsistent with said policies are subject to CPIOZ Type B. The CPU provides specific text relative to which policies of the plan apply to CPIOZ Type A. Also see Response to Comment H-6.

In the City's Responses to Comments (RTC), the following revision has been made specifically to RTC H-20:

The General Plan Economic Prosperity Element EP.A-11 states "Encourage the provision of workforce housing within employment areas not identified as Prime Industrial Land." Further, the Land Use Element LU.I-10 encourages increased housing opportunities near employment opportunities. While the CPIOZ's allow for Process One (ministerial) and Process Two (discretionary) reviews, it is unknown at this time whether subsequent development projects would meet the requirements for CPIOZ Type A, as no projects have been submitted. See Response to Comment H-6 for further information on the CPIOZ process.

In the City's Responses to Comments (RTC), the following revision has been made specifically to RTC H-29:

All projects are subject to compliance with the City's noise abatement requirements prior to the issuance of building permits, regardless of whether a ministerial or discretionary permit is required or processed. Therefore, all future buildings will be required to comply with the City's ~~General Plan standards and~~ Municipal Code requirements. While the CPIOZ's allow for Process One and Two ministerial reviews, it is unknown at this time whether subsequent development projects would meet the requirements for CPIOZ Type A, as no projects have been submitted. See Response to Comments H-5 and H-6 for further information on the CPIOZ process.

In the City's Responses to Comments (RTC), the following revision has been made specifically to RTC H-34:

This comment reflects an opinion regarding the amount of revisions anticipated to the PEIR prior to certification. ~~While t~~The information included in this comment is correct regarding the requirements in accordance with CEQA for recirculation of an environmental document if significant new information is added after public review [Section 15088.5(a)(1) through (4)] of the State CEQA Guidelines]. However, in accordance with Section 15088.5(a), new information added to an EIR is "not significant" unless the EIR is changed in a way that deprives the public of a meaningful

opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect that the project's proponents have declined to implement. This section of CEQA further defines what constitutes "Significant new information" requiring recirculation. Based on this guidance, the City has determined that the revisions made in the PEIR prior to certification are intended to clarify or amplify or modify language to assist the decision-makers in review of the CPU, which does not meet the definitions of "Significant new information" requiring recirculation. The Draft EIR has not been modified in a way that recirculation of the document is necessary.

In the City's Responses to Comments (RTC), the following revision has been made specifically to RTC L-7:

Page 5.12-~~46~~18 has been revised accordingly to be consistent with the City's *Street Design Manual*.

In the City's Responses to Comments (RTC), the following revision has been made specifically to RTC O-31:

As stated in Section 5.4 of the PEIR, impacts to sensitive plant and animal species are potentially significant. As this is a programmatic EIR, site specific impacts and mitigation for future projects cannot be identified. Instead, the PEIR provides a detailed mitigation framework that all future projects, which have the potential to impact such resources, must follow. Compliance with the mitigation framework in the PEIR, along with community plan policies and existing federal, state and local regulations would ensure that all impacts are mitigated to below a level of significance at the program level. With this foundation, future projects demonstrate how the specific mitigation will be accomplished before a project can be approved. If a project cannot demonstrate mitigation compliance, it would be determined to be inconsistent with the CPU, thus requiring a ~~supplemental EIR~~ preparation of an initial study in accordance with CEQA. Depending on the conclusions of the initial study, a determination would be made as to whether the project is consistent and can rely on the PEIR or if a Negative Declaration, Mitigated Negative Declaration; or Addendum, Supplemental or Focused EIR would be required for the project.

In the City's Responses to Comments (RTC), the following revision has been made specifically to RTC O-55:

The impacts of the CPU to specific roadway intersections, including their future LOS condition, are clearly identified in Section 5.12.3.1 of the PEIR. No feasible mitigation beyond the ~~40~~ intersection lane configurations presented in the PEIR has been identified (see Figures 5.12-4a-g). The EIR has been revised to provide further clarification on impacts associated with roadway intersections and feasibility of mitigation. This issue is

also further addressed in the draft Findings and Statement of Overriding Considerations for the project. The EIR does not violate the stated General Plan policy. As subsequent development projects implemented in accordance with the CPU are submitted for review, project-specific traffic analysis will be required and measures identified to reduce impacts at the project-level. While the program-level conditions cannot be fully mitigated, implementation of project-level improvements will serve to improve such conditions including the provision for providing sidewalks that meet City Engineering standards; maintenance of which is the responsibility of the applicable asset manager (City department) and is dependent upon appropriate funding.

In the City's Responses to Comments (RTC), the following revision has been made specifically to RTC 0-62:

There is no requirement for a Community Plan to include an assessment of GHG emissions beyond 2020. The City has is developing a CAP and a CMAP that will address GHG emissions and reduction strategies in compliance with State regulations. Furthermore, it is too speculative to analyze beyond a specific point in time; therefore the impact is considered significant and unavoidable at the program level.

In the City's Responses to Comments (RTC), the following revision has been made specifically to RTC 0-68:

Please see Response to Comment G-2. In addition, CEQA Section 15126.6(e)(2) requires the identification of another alternative as the environmentally superior alternative (ESA) if the No Project Alternative is the ESA. FEIR Section 10.2.1.19 provides further discussion regarding the reasons why the No Project Alternative is not the ESA. This discussion has also been included in the Draft Findings.

In the City's Responses to Comments (RTC), the following revision has been made specifically to RTC P-2:

Comments received in response to the 2010 NOP were incorporated into the Public Review Draft EIR. Please refer to Appendix A.

The City is in receipt of the comment letter on the Draft PEIR. Comments and responses to the letter referenced in Exhibit B can be found under "O" in the City's RTC above and are provided in conjunction with the Final PEIR prior to hearing.

In the City's Responses to Comments (RTC), the following revision has been made specifically to only the 1st paragraph in RTC P-5:

See Response to Comment P-4. Also, throughout the CPU process, there have been multiple designations analyzed on this property, including residential and commercial uses. The Planning Division has been advised that The City's Street Design Manual typically would not allow driveway access along Otay Mesa Road and both the northern and southern portion of La Media Road may not be allowed driveway access due to

proximity to the freeway and the classifications of the streets (primary arterials) which ~~would could~~ affect the viability of commercial development. Additionally, based on the CPU market analysis, the draft land uses for Scenario 3B include adequate commercial capacity for build-out of the community.

In the City's Responses to Comments (RTC), the following revision has been made specifically to only the 1st paragraph in RTC P-18:

Exhibits attached are for reference only and do not require response to this comment letter. They have been included in Appendix O of the Final EIR. Additionally, responses to the comments included in this appendix can be found under RTC Nos. O and P.

The 1st paragraph on page S-1 of the Executive Summary is revised to read as follows:

This summary provides a brief synopsis of: (1) the community Plan Update (CPU) to the adopted 1981 Otay Mesa Community Plan, General Plan Amendments, the associated rezoning and Land Development Code (LDC) amendments; (2) the results of the environmental analysis contained within this Program Environmental Impact Report (PEIR); (3) the alternatives that were considered; and (4) the major areas of controversy and issues to be resolved by the Lead Agency. This summary does not contain the extensive background and analysis found in the PEIR. Therefore, the reader should review the entire PEIR to fully understand the CPU and its environmental consequences.

The 1st paragraph on page S-1 of the Executive Summary is revised to read as follows:

Discretionary actions required to implement the CPU, and addressed in this PEIR, include: adoption of the CPU and associated actions; approval of a General Plan Amendment; rescission of the Otay Mesa Development District (OMDD); ~~and adoption of amendments to the City's Land Development Code (LDC) to include of an~~ "International Business and Trade" (IBT) Zone and the IP-3-1 Zone to implement the proposed Business Park – Residential Permitted (BPRP) land use category; adoption of a rezone ordinance, rezoning all properties currently zoned OMDD to Citywide zoning; adoption of two Community Plan Implementation Overlay Zones (CPIOZs); and adoption of an updated Public Facilities Financing Plan (PFFP); ~~and amendments to the City's Land Development Code~~. Certification of the PEIR at a noticed public hearing (Process 5) would also be required in conjunction with adoption of the CPU and associated actions.

The 3rd bullet item on page S-3 of the Executive Summary is revised to read as follows:

- **Open Space:** Protect the canyon lands, adjacent mesa tops, and sensitive biological resources while providing recreational opportunities.

The last sentence in the 2nd paragraph on page S-7 of the Executive Summary is revised to read as follows:

This alternative generally meets all project objectives but would not accommodate future population growth to the same extent as the CPU per the Housing Element Major Goals 1 and 4.

Table S-1 on Page S-31 of the Executive Summary under “UTILITIES” has been revised as follows:

Would the CPU result in a need for new systems, or require substantial alternations to existing utilities, the construction of which would create physical impacts?

The 2nd paragraph on page 5.4-57 of the Biological Resources Section (Mitigation Framework) is revised to read as follows:

Adherence to the recommendations below ~~is anticipated to~~ will minimize impacts to sensitive biological resources.

The 5th paragraph on page 5.9-8 of the Energy Conservation Section is revised to read as follows:

A citywide Draft Climate ~~Mitigation and Adaptation~~ Action Plan (CMAP), dated was developed in August 2012, 2013 has been developed to provide a mechanism for the City to achieve the goals of Assembly Bill 32 and the CARB Scoping Plan at a program-level. This document, now called the Climate Action Plan (CAP), has been revised is currently undergoing revision with the goal to include 2035 targets that are on the trajectory for meeting the 2050 GHG reduction goals established by Executive Order S-3-05. The draft CAP was released for public review on December 3, 2013.

The following sentences have been added to the end of the 2nd paragraph on page 5.12-1 of the Traffic/Circulation Section as follows:

In order to provide a meaningful analysis and identify ultimate recommendations, the traffic study analyzed roadways based on the Adopted Community Plan Classifications and the CPU transportation network instead of the existing functional classifications. The TIA (see Appendix J) analysis identifies recommended CPU classifications, which were incorporated into the CPU (Mobility Element).

The 1st, 2nd, 3rd and 4th paragraphs on page 5.12-2 of the Traffic/Circulation Section have been revised as follows (the entire paragraph is not shown; only where text is added or deleted in the paragraph is shown here):

Further mitigation at the programmatic level is not recommended by the CPU at the remaining 24 roadway segments due to various factors such as adjacency to environmentally sensitive land and/or steep slopes, existing development conflicts,

and/or multi-modal and urban design context.

Further mitigation at the programmatic level is not recommended by the CPU at the 39 intersections that would continue to be significantly impacted after mitigation due to considerations such as adjacency to environmentally sensitive land, steep slopes, routes to schools, and multi-modal and urban design context, or because additional study would be required in order it would be too speculative at the program level to make additional recommendations.

Mitigation in the form of one HOV lane in each direction on SR- 905 would reduce impacts on all five segments, with three segments continuing to be significantly impacted. However, since funding for the HOV lanes is not programmed at this time and is not included in the PFFP, five freeway segment impacts would remain significant and unmitigated at the programmatic level. For the CPU, this remains a significant unmitigated impact because the state declined to include the HOV lanes as part of the SR-905 project.

Five ramp meters locations on SR- 905 would be significantly impacted by the CPU. These measures cannot be implemented at the program level. At the project level, partial mitigation may be possible in the form of TDM measures that encourage carpooling and alternate means of transportation or other improvements such as auxiliary lanes or adding a lane to the freeway onramp, that would require further study. These measures would be implemented at the project level. At the time future discretionary development projects are proposed, project specific traffic analyses would contain detailed recommendations.

The 1st line in the 1st paragraph on page 5.12-4 of the Traffic/Circulation Section has been revised as follows:

The City's Bicycle Master Plan (City of San Diego ~~2002~~ 2013) seeks to foster a bicycle-friendly environment to serve commuter and recreational riders. The plan ~~is currently undergoing an update and~~ identifies policies, routes, programs, and facility priorities to increase bicycle transportation, safety, access, and quality of life. Similar to improved pedestrian environments and routes, improved bicycle routes can increase ridership, which provides community and regional benefits (reduced traffic congestion, energy consumption, vehicle emissions, etc.).

The 2nd paragraph on page 5.12-22 of the Traffic/Circulation Section has been revised as follows:

The SANDAG 2050 RTP includes the addition of two managed HOV lanes to the I-805 and a northbound auxiliary lane. As these projects were funded and planned by Caltrans, the analysis included these improvements. SR-905 was designed to allow for future HOV lanes as well; however, the funding for these improvements has not been secured. However, the State declined to include the HOV lanes in the SR-905 project. Therefore, the SR-905 HOV lanes are not included in the traffic analysis. The 2050 RTP also

includes SR-11 which will continue east-west from SR-905 to the County to a future additional Port of Entry; a full interchange between SR-125 (toll), SR-905, and the future SR-11 (toll).

The 1st paragraph on page 5.12-42 of the Traffic/Circulation Section has been revised as follows:

to be significantly impacted. The TIA identified further potential improvement measures such as additional intersection turning movement lanes that are not recommended as part of the CPU and are not included as part of the project. The reasons for not recommending the improvements include considerations such as adjacency to environmentally sensitive land, steep hillsides, routes to schools, and multi-modal and urban design context, or because it would be too speculative at this point ~~additional study would be required in order to make additional recommendations~~ are detailed in the Findings and Statement of Overriding Considerations. At the project-level, partial mitigation may be possible in the form of transportation demand management measures that encourage carpooling and other alternate means of transportation. At the time future discretionary subsequent development projects are proposed, project-specific traffic analyses would contain detailed recommendations. All project-specific mitigation for direct impacts shall be implemented prior to the issuance of Certificate of Occupancy in order to provide mitigation at the time of impact.

The 2nd paragraph on page 5.12-51 of the Traffic/Circulation Section has been revised as follows:

The remaining 39 intersections would continue to operate at unacceptable levels with the proposed mitigation. Additional intersection mitigation measures are not desirable and not recommended by the CPU as discussed in the Findings and Statement of Overriding Considerations for various factors such as adjacency to environmentally sensitive land and/or steep hillsides, existing development conflicts, and/or multi-modal and urban design context. Additional mitigation such as TDM measures may be identified in the future at the project-level. Thus, these impacts would remain significant and not fully mitigated at the program-level.

The last paragraph on page 5.14-25 which carries over the page 5.14-26 of the Utilities Section has been revised as follows:

At the project-level, adherence to existing storm water regulations contained in the City's Storm Water Runoff and Drainage Regulations of the LDC and as further outlined in HYD/WQ-1 and HYD/WQ-2 in Sections 5.7.3.3 and 5.7.6.3, the applicable Mitigation Framework, conformance with General Plan and CPU policies, ~~and review under CEQA~~ would assure that impacts associated with the requirements for and/or construction of storm water infrastructure would be less than significant at the program-level.

The last paragraph on page 5.18-10 of the Greenhouse Gas Emissions Section has been revised as follows:

A citywide draft Climate ~~Mitigation and Adaptation~~ Action Plan (CMAP), ~~dated~~ was developed in August 28, 2012, has been developed 2013 to provide a mechanism for the City to achieve the goals of AB 32 and the CARB Scoping Plan at a program-level. This document, now called the Climate Action Plan (CAP) has been revised is currently undergoing revision with the goal to include 2035 targets that are on the trajectory for meeting the 2050 GHG reduction goals established by Executive Order S-3-05. The draft CAP was released for public review on December 3, 2013. The draft CMAP elements have been prepared pursuant to guidance from the amended CEQA Guidelines and CARB recommendations for what constitutes an effective GHG reduction plan.

The 3rd paragraph on page 10-28 of the Alternatives Section has been revised as follows:

The Reduced Biological Impacts Alternative generally meets the CPU objectives per the Housing Element Major Goals 1 and 4. The alternative preserves more area in open space and in turn reduces the extent of residential development, within areas designated for Community Commercial, and industrial/business park development. This would not however, preclude this alternative from meeting General Plan and Community Plan goals relative to mixed-use, transit-oriented communities, but would not accommodate anticipated population growth to the same extent as the CPU.

The last paragraph on page 10-38 of the Alternatives Section has been revised as follows:

The Reduced Density Alternative also lessens the intensity of residential development within both villages. Greater density within the village areas, such as that proposed under the CPU, better implements General Plan and CPU goals for compact communities, a wider range of housing types, affordability, greater transit opportunities, ~~etc~~ and a diverse mix of land uses. The Reduced Density alternative would allow for more suburban-type development, which could be more autocentric, and contribute to, rather than reduce GHG impacts.