

Exposition Way Addendum to Environmental to Impact Report

Errata

Project No. 1062231

SCH No. 2004651076

June 26, 2023

For clarification and correction, ~~strikeout~~/underline has been used to identify changes in the Addendum when compared to the Final Addendum.

These changes include a reference to framework measure Haz-2 within the Addendum. These corrections are shown on the attached pages 21 and 22 in a (~~strikeout~~/underline) format. These corrections do not result in any new physical effects.

Airport Safety Hazards

Airport Safety Hazards Review of the Brown Field Municipal Airport ALUCP Safety Compatibility Map (Exhibit 111-2) stated that the project site is located within Airport Influence Area (AIA) Review Area 1 and within Safety Zone 2 (Inner Approach/Departure Zone) (Figure 4, Brown Field Airport Influence Area and Figure 5, Brown Field Safety Compatibility Map). The project includes a GPA and CPA to redesignate the land use from Community Commercial to Light Industrial and a Rezone to change the zoning from the Commercial Neighborhood (CN-1-2) zone to the Light Industrial (IL-2-1) zone. This discretionary action requires ALUC consistency review. Although no development is specifically proposed, future development within the Light Industrial zone could include manufacturing, distribution and storage uses, which are considered compatible within Safety Zone 2. The proposed rezone or land use plan amendment will require an ALUC review for consistency with the Brown Field Municipal Land Use Compatibility Plan (ALUCP).

The LDC additionally regulates land uses within the ALUCOZ. The project site is within the ALUCOZ for Brown Field Airport which identifies supplemental development regulations and requires a compatibility review for new development.

The project site is also located within the FAA Part 77 Notification Area for Brown Field. Future development would be required to comply with Code of Federal Regulations, Title 14, Part 77 regarding Obstruction Evaluations/Airport Airspace analysis. Consistent with the OMCP FEIR mitigation framework, the project includes mitigation measure HAZ-2, as detailed in the OMCP MMRP, which is incorporated herein by reference (see Section VIII). Implementation of mitigation measure HAZ-2 would require the notification of the FAA as identified in City of San Diego Development Services Department Information Bulletin 520 and would be required to have a FAA determination of No Hazard to Air Navigation.

~~Overall, through implementation of ALUC procedures, regulatory compliance, and implementation of mitigation measure HAZ-2, impacts associated with airport safety would be reduced to less than significant levels.~~

