

E R R A T A
The Junipers Project
Environmental Impact Report
Project No. 586670 / SCH No. 2018041032
February 19, 2021

Subsequent to finalization of the Environmental Impact Report (EIR), dated January 21, 2021, revisions to the environmental document have been made. Specifically, an explanation for the Site Development Permit (SDP) has been added to the Discretionary Actions Required Table 3-2, Regulatory Framework and Environmental Analysis Land Use section in the Final Environmental Impact Report. The following revisions to the environmental document have been made and are reflected in a double underline and ~~double strikethrough~~ format. The revisions are as follows:

3.2 Discretionary Actions Required (page 3-21)

Table 3-2		
DISCRETIONARY ACTIONS REQUIRED		
Discretionary Approval/Permit	Approving Agency	Purpose
<u>Site Development Permit</u>	<u>City of San Diego</u>	<u>To ensure the compatibility of the rezone and land use plan within the Airport Land Use Compatibility Overlay Zone.</u>

5.1.1.2 Regulatory Framework
Local Plans and Regulations

City Land Development Code Regulations

Airport Land Use Compatibility Overlay Zone (page 5.1-35)

The purpose of the ALUCOZ is to implement adopted ALUCPs, in accordance with state law, as applicable to property within the City. The intent of these supplemental regulations is to ensure that new development or expansion of existing development located within an AIA is compatible with respect to airport-related noise, public safety, airspace protection, and aircraft overflight areas. This overlay zone applies to properties such as the project site that are located within an AIA as identified in an adopted ALUCP for a public use or military airport (City 2013b).

The AIA for MCAS Miramar serves as the planning boundaries for the MCAS Miramar ALUCP and overlaps the RPCP. It is divided into two review areas. Review Area 1 is comprised of the noise contours, safety zones, airspace protection surfaces, and overflight areas. Review Area 2 is comprised of the airspace protection surfaces and overflight areas. The MCAS Miramar ALUCP establishes land use compatibility policies and development criteria for new development within the AIA to protect the airport from incompatible land uses and provide the City with development criteria to allow for the orderly growth of the area surrounding the airport. The policies and criteria contained in the ALUCP are addressed in the General Plan (Land Use and Community Planning Element and Noise Element) and implemented by the supplemental development regulations in the ALUCOZ within Chapter 13 of the San Diego Municipal Code. The project site lies within Review Area 2. Development within the ALUCOZ that

includes a rezone or land use plan approval requires a Site Development Permit (SDP) per SDMC Section 126.0502(e)4.

5.1.2 Impact 1: Potential Conflicts with General or Community Plans and Potential Need for a Deviation or Variance

5.1.2.2 Impact Analysis

Consistency with Land Development Code (Issue 2)

Proposed Deviations from the Land Development Code (Last Paragraph, page 5.1-49)

The Project includes a Site Development Permit pursuant to SDMC Section 126.0502(e), because it is located within the ALUCOZ. Additional ~~R~~requirements associated with the ALUCOZ are addressed below under *Compatibility with Adopted Regional Plans with Specific Focus*.

Conclusion

In accordance with California Environmental Quality Act Guidelines Section 15088.5(a), a lead agency is required to recirculate an EIR only when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. 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 (including a feasible project alternative) that the project’s proponents have declined to implement. Minor revisions have been made to the final EIR, which appear in strike-out and underline format. Inserting the correct dates of technical studies does not result in any changes to the environmental impacts associated with the project or the project’s mitigation measures. These changes do not result in the inclusion of significant new information necessitating recirculation. Therefore, the final EIR does not require recirculation.