

UPDATED ERRATA to EIR No. 193036

(January 2015)

This Updated Errata supersedes in its entirety the Errata presented to the Planning Commission in October 2014.

For clarification, strikeout/underline has been used to identify substantial changes to the final EIR when compared to the draft EIR, with the exception of the Conclusions “background” section, which was significantly revised to reflect the currently proposed project. Other portions of the Conclusions are in strikeout/underline where changes have been made to the document from the draft version. An example includes page 7 where language has been edited to clarify mitigation measures.

Additionally, the project applicant has incorporated project features into the project subsequent to the public review and finalization of the EIR. These features include enhanced bicycle and pedestrian paths (along the project frontages on Del Mar Heights Road and El Camino Real and along the north side of Del Mar Heights Road from Interstate 5 east to El Camino Real); enhanced landscaping in the public right-of-way in existing and proposed medians; an adaptive traffic signal system along Del Mar Heights Road (from the Interstate 5 east to Carmel Canyon Road); and funding for a number of other future improvements including potential traffic calming devices on High Bluff Drive north of Del Mar Heights Road and community identification monument signs (consistent with all applicable sign regulations). These improvements are all within the project area and existing public rights-of-way. The improvements will not result in any new physical effects beyond those disclosed in the final EIR.

Corrections:

- 1) p. RTC-50: revised as shown below

9.4 The One Paseo Mixed-~~Use~~ ~~Originally Proposed~~ Project: Net Fiscal Impact and Economic Benefit Analysis prepared by Kosmont Companies (~~updated~~ dated January 2013), ~~included as Appendix B-1,~~ concludes that property tax assessments will increase rather than decline as compared to an Office Development with 515,000 square feet of office and 10,000 square feet of retail food uses. Therefore, no decline in property tax revenues to SBSD is expected to occur.

- 2) Several responses to comments (RTCs) incorrectly reference the Traffic Mitigation Summary table, which is found in Table 5.2-41 of the Draft and Final EIRs, not Table 5.2-42 as stated in the RTC.

This relates to the responses to comments 10.48; 332.91; 408.3; 408.4; and 409.3.

- 3) For Mitigation Measure 12.9-1 in Table ES-3 and on pages 7-8 and 12-36:

Mitigation Measure 12.9-1: Prior to issuance of building permits, a noise analysis shall be completed to determine the location and construction materials for noise attenuation features shown on the development plans needed to protect usable recreation areas

from noise levels in excess of 65 CNEL. Barriers shall consist of a single, solid sound wall with a height based on the finished grade of the noise source. The sound attenuation barrier shall be solid and constructed of masonry, wood, plastic, fiberglass, steel, or a combination of those materials, with no cracks or gaps through or below the wall. Any seams or cracks must be filled or caulked. If wood is used, it may be tongue and groove and must be at least one-inch thick or have a surface density of at least 3.5 pounds per square foot. Glass or clear plastic may be used on the upper portion. Sheet metal of 18-gauge (minimum) may be used, if it meets the other criteria, and is properly supported and stiffened so that it does not rattle or create noise itself from vibration or wind. Any doors or gates shall be designed with overlapping closures on the bottom and sides and meet the minimum specifications of the wall materials described above. The barriers identified in the noise analysis shall be in place prior to opening the area for recreational use.

- 4) For Chapter 13.0 of the FEIR, p. 13-4:

Kosmont Companies

2013 One Paseo Mixed-Use Project: Net Fiscal Impact and Economic Benefit Analysis January.

- 5) For Mitigation Measure 5.2-1.1 in Table ES-3 and on pages 5.2-66 of the FEIR:

Mitigation Measure 5.2-1.1: Prior to issuance of the first building permit for Phase 1, the project applicant shall contribute to Caltrans \$1,192,500 toward the provision of a third eastbound through lane on the Del Mar Heights Road bridge to the satisfaction of the City Engineer as the applicant's fair share contribution to improvements. The project applicant has voluntarily agreed to pay Caltrans an additional \$307,500 at that time, an amount in excess of its fair share contribution, for a total payment of \$1,500,000. The amount paid in excess of the applicant's fair share contribution is included as a project feature. ~~Prior to issuance of the first building permit for Phase 1, the project applicant shall contribute to Caltrans \$1,500,000 toward the provision of a third eastbound through lane on the Del Mar Heights Road bridge to the satisfaction of the City Engineer.~~

- 6) For Mitigation Measure 5.2-7 in Table ES-3 and on page 5.2-68 of the FEIR.

Mitigation Measure 5.2-7: Prior to issuance of the first building permit for Phase ~~1~~², the project applicant shall assure by permit and bond construction of the following improvements at the Del Mar Heights Road/High Bluff Drive intersection to the satisfaction of the City Engineer: (1) widen Del Mar Heights Road on the north side receiving lanes and re-stripe the NB left and re-phase the signal to provide NB triple left-turn lanes; and (2) modify the EB and WB left-turn lanes to dual left-turn lanes and widen the EB approach by 2 feet on the south side to accommodate the EB and WB dual left-turn lanes. Prior to issuance of the first certificate of

occupancy in Phase 12, all improvements in this mitigation measure shall be completed and accepted by the City Engineer.