

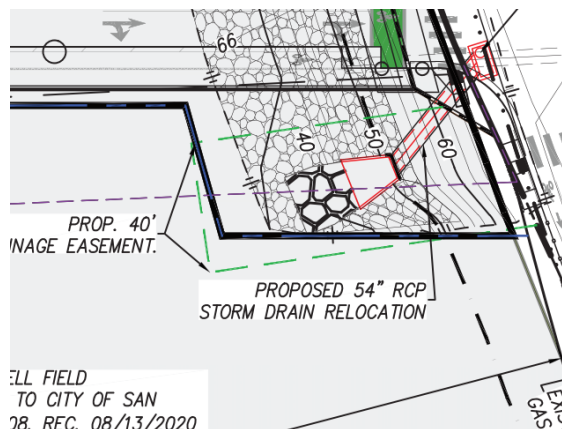
# ERRATA

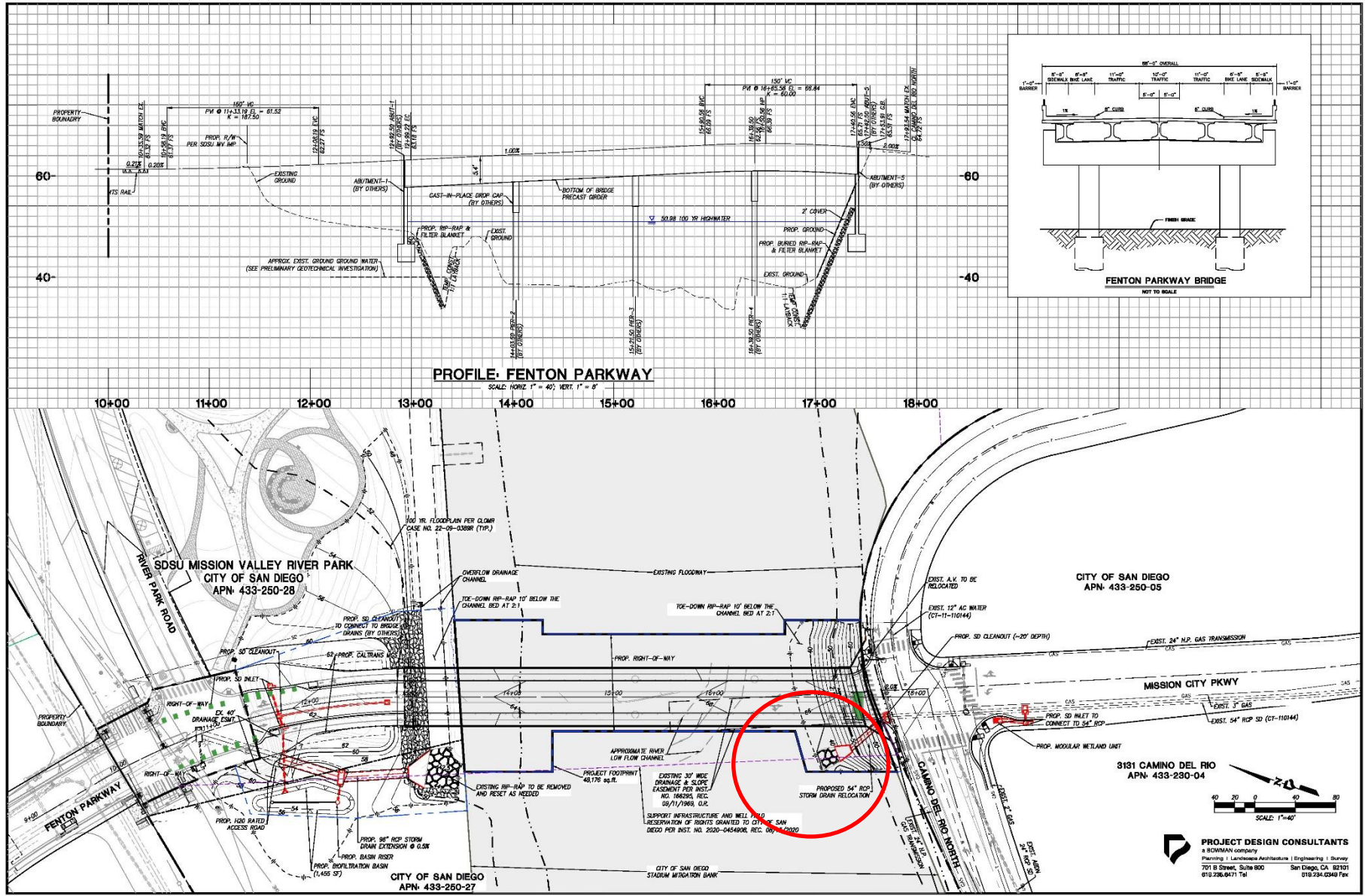
**Fenton Parkway Bridge Project  
Final Environmental Impact Report  
SCH No. 2023050534  
September 20, 2024**

Subsequent to finalization of the Environmental Impact Report (EIR) (SCH No. 2023050534), dated September 2024, revisions to the environmental document were requested by the City of San Diego as a Responsible Agency pursuant to the California Environmental Quality Act (CEQA) Guidelines §15096(e). The revisions below are reflected in a ~~strikethrough~~ and/or underline format in this errata document.

The following clarifications apply throughout the document as follows:

1. EIR Chapter 2, Project Description, Section 2.6.2, Requested Project Approvals, is revised as follows:
  1. ~~Permits to construct~~ Notice to Proceed for the bridge work within the City's rights-of-way (issued by the City Engineering and Capital Projects Department, consistent with the terms of the MOU)
  17. A CLOMR will be prepared and the City will act as the floodplain administrator. Public notices will also be sent to Caltrans, as required by FEMA regulations. The CLOMR will be followed by a LOMR which the applicant must submit along with As-Built plans to the Stormwater Department for review and acceptance before submitting to FEMA for review, approval, and official map change.
2. EIR Chapter 2, Project Description, Figure 2-6, Project Site Plan, is revised to remove the City's storm drain easement delineated with a green dashed line below. The revised figure is shown on the following page:





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3. EIR Section 3.7, Greenhouse Gas Emissions, 3.7.2 Relevant Plans, Policies, and Ordinances; and EIR Section 3.15 Utilities and Service Systems, 3.15.2 Relevant Plans, Policies, and Ordinances, are revised to include the following regulatory guidance:

City of San Diego Construction Waste Management Program

The City of San Diego's Construction and Demolition (C&D) Debris Deposit Ordinance requires that most construction, demolition, and remodeling projects divert C&D debris from landfills. The program includes the following requirements that will be included in the project's construction design:

- Waste Management Form: Complete a Waste Management Form when applying for a permit
- Recycling deposit: Pay a refundable C&D Debris Recycling Deposit when applying for a permit
- Diversion: Divert at least 65% of C&D debris by weight through recycling, reusing, or donating
- Documentation: Submit trash and recycling weight receipts, and documentation within 180 days of the project's final inspection to request the deposit
- Haulers: Use franchised haulers or certified C&D recycling facilities
- Subcontractors: Ensure that all contractors and subcontractors are aware of the ordinance and involved in the recycling plan.

4. EIR Section 3.9, Hydrology and Water Quality, 3.9.4 Impact Analysis is revised to add the following language to the last bullet point under the heading "Inspections, Maintenance, Monitoring, and Sampling":

Inspections, Maintenance, Monitoring, and Sampling

- Performing routine site inspections before, during and after Qualifying Precipitation Events, as outlined and defined in the Construction General Permit.
- Implementing maintenance and repairs of BMPs as indicated by routine, storm-event, and other inspections
- Implementation of the Construction Site Monitoring Plan for non-visible pollutants if a leak or spill is detected
- Where applicable, sampling of discharge points for turbidity and pH for qualifying precipitation events and recording and retention of results. Results should be submitted to the City's Public Utilities Department and Stormwater Department for informational purposes and to aid in monitoring of the City's Stadium Wetland Mitigation Site.

5. EIR Section 3.9 on page 20 paragraph two should be revised as follows:

**Pre-Cast and Cast-in-Place Construction Methods**

The San Diego River flows in a westerly direction through the project site. ~~Figure 2-3 and Figure 3.9-1 illustrates the 0.2% annual-chance flood hazard area (i.e., 500-year) and 1% annual-chance (i.e., 100-year) Zone AE floodplain-SFHA, as well as a including the flood fringe and a regulatory floodway along the San Diego River near the site. The San Diego River regulatory floodway is generally along the natural river channel corridor. However, the proposed bridge site encroaches into the flood fringe and the regulatory floodway since it crosses the San Diego River. A CLOMR was prepared and processed through the City and Federal Emergency Management Agency for the proposed project (Case No. 22-09-0389R). the proposed project adds the bridge improvements to the prior CLOMR phase will be prepared and the City will act as the floodplain administrator, Public notices will also be sent to Caltrans, as required by FEMA regulations. The CLOMR will be followed by a LOMR which the applicant must submit along with As-Built plans to the Stormwater Department for review and acceptance before submitting to FEMA for review, approval and official map change.~~ SDSU shall prepare a CLOMR and coordinate with the City of San Diego Stormwater Department (SWD) to ensure that the report and modeling results meet the floodway (no-rise) and floodplain requirements. The CLOMR shall be submitted to SWD for a formal review. Following SWD's review and acceptance of the CLOMR, SDSU shall submit the accepted CLOMR to FEMA for approval prior to the start of construction. Immediately following the end of construction, a LOMR shall be submitted to SWD for acceptance prior to SDSU submitting the accepted LOMR to FEMA for review, approval, and official map change.

6. EIR Section 3.16, Wildfire, 3.16.7 Mitigation Measures; and Executive Summary, Table ES-2 is revised as follows:

**MM-WF-1: Pre-Construction Requirements.** All text in this mitigation measure stands as written in the FEIR except for the final bullet under Construction Fire Prevention Plan which should be modified as follows:

- Demonstrate compliance with applicable plans and policies established by state agencies (i.e., 2022 California Fire Code (CFC) Chapters 49 for Fire Safety Plans and Mitigation Measures; 2022 CFC Chapter 49, Section 4901 -4903, 2.1.2. Requirements for Wildland Urban Interface Areas; 2022 CFC, Chapter 33 Fire Safety During Construction and Demolition; and Ron Bonta: Wildfire Guidance Document).

## **Reasons Why The Errata Does Not Require Recirculation**

Pursuant to CEQA Guidelines Section 15088.5(a), a lead agency is required to recirculate an EIR 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. The term “information” can include changes in the project or environmental setting as well as additional data or other information. 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. “Significant new information” requiring recirculation include, for example, a disclosure showing that:

1. A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
2. A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
3. A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project’s proponents decline to adopt it.
4. The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

In accordance with the CEQA Section 15088.5(b), recirculation is not required when new information is added which merely clarifies, amplifies, or makes insignificant modifications to the EIR. An environmental impact report need only be recirculated when there is the identification of new significant environmental impact, or the addition of a new mitigation measure required to avoid a significant environmental impact. The project revisions made to the final environmental document merely clarify and do not affect the analysis or conclusions of the final EIR. As none of the conditions outlined in Section 15088.5(a) have occurred, recirculation is not required.