

ERRATA

**6110 Camino De La Costa
Environmental Impact Report
PRJ-1066101 / SCH No. 2023070270
August 5, 2024**

Subsequent to finalization of the Environmental Impact Report (EIR) No. 1066101, dated July 24, 2024, revisions to the environmental document have been made to adjust the driveway width from 18 to 12 feet. The following revisions to the environmental document have been made and are reflected in a ~~striketrough~~ and/or underline format.

The above-mentioned project clarification apply throughout the document as follows:

1. EIR Executive Summary, Section ES.2.1 Site Plan and Design Features, page ES-3 has been revised as follows:

The site plan and architectural drawings incorporate a modifications for the ~~driveway width~~ and visibility triangles to accommodate the existing historically designated garage, which is not in conformance with SDMC development regulations.

2. EIR Project Description, Section 3.2.1 Site Plan, page 3-2 has been revised as follows:

~~Several~~ A modifications ~~are~~ is proposed as outlined in **Table 3-1, Proposed Modifications**, and incorporated into the site plan and architectural drawings to accommodate the existing historically-designated garage that is not in conformance with SDMC development regulations.

**Table 3-1
PROPOSED MODIFICATIONS**

RS-1-5 Development Regulation	Required	Proposed
Driveway Width	12 feet	18 feet
Visibility Triangle	10 feet	Condition to install convex mirror(s) adjacent to the garage door openings and/or pedestrian-alerting devices

Source: Jonathan Segal, Architect 2023

3. EIR Environmental Analysis Land Use, Section 5.1.3.2 Impact Analysis, page 5.1-10, has been revised as follows:

Consistent with the goal of "Minimize obstructions and barriers that inhibit pedestrian circulation," although the project would include a ~~driveway width~~ and visibility triangle modifications, the project is conditioned to install convex mirror(s) adjacent to the garage door openings and/or pedestrian-alerting devices. Mirrors and/or devices will be placed to

facilitate the detection of pedestrians, vehicles, or other obstructions when exiting the garage.

4. EIR Environmental Analysis Land Use, Section 5.1.3.2 Impact Analysis, page 5.1-11, has been revised as follows:

The project proposes ~~a modifications~~ related to ~~driveway width and~~ visibility triangles to accommodate the existing historically designated detached garage and stucco privacy wall.

5. EIR Environmental Analysis Land Use, Section 5.1.3.2 Impact Analysis, page 5.1-12, has been revised as follows:

The project's parking requirements would be satisfied by installing a lift system inside the rehabilitated historic garage to accommodate four parking spaces (i.e., two resident and two guest spaces). ~~The requested modification for driveway width, as outlined in Table 3-1 (Proposed Modifications) exceeds what is permitted within the Parking Impact Overlay Zone, specifically within the Beach Impact Area; however, no changes to the existing off-street parking supply would occur as a result of the project given the entire western side of Camino de la Costa is red curb along that block.~~

6. EIR Environmental Analysis Land Use, Section 5.1.3.3 Significance of Impact, page 5.1-13, has been revised as follows:

~~Apart from modifications associated with the driveway, t~~The project would be consistent with the LDC regulations pertaining to Coastal Overlay Zone/Coastal Overlay Zone First Public Roadway, Coastal Height Limit Overlay Zone, Sensitive Coastal Overlay Zone, Parking Impact Overlay Zone, and Transit Area Overlay Zone, as well as the LDC/Historical Resources Regulations pertaining to procedures related to the treatment of historical resources.

7. EIR Environmental Analysis Land Use, Table 5.1-1 City of San Diego General Plan Land Use Goals, Objectives, and Policies Consistency Evaluation, page 5.1-17 has been revised as follows:

**Table 5.1-1
CITY OF SAN DIEGO GENERAL PLAN LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY
EVALUATION**

Applicable Elements, Goals, and Policies	Consistency Evaluation	Consistent (Yes/No)
CITY OF SAN DIEGO GENERAL PLAN		
Mobility Element		
<u>Safety and Accessibility</u> Policy ME-A.5. Provide adequate sidewalk widths and clear path of travel, as determined by street classification, adjoining land uses, and expected pedestrian usage.	The existing sidewalk along Camino De La Costa would be repaired or replaced, as needed, and the existing driveway would be relocated and widened to access the rehabilitated historic garage from the public right-of-way. Due to the location of the new driveway, the project would require a modifications for the proposed driveway width and visibility triangles. To address	Yes

**Table 5.1-1
CITY OF SAN DIEGO GENERAL PLAN LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY
EVALUATION**

Applicable Elements, Goals, and Policies	Consistency Evaluation	Consistent (Yes/No)
<p>a. Minimize obstructions and barriers that inhibit pedestrian circulation.</p> <p><u>b.</u> Consider pedestrian impacts when designing the width and number of driveways within a street segment.</p>	<p>pedestrian and vehicular safety, the project is conditioned to install convex mirror(s) adjacent to the garage door openings and/or pedestrian-alerting devices. The mirrors and/or devices would be placed to facilitate the detection of pedestrians, vehicles, or other obstructions when exiting the garage. As such, there would be no barriers or obstructions to pedestrian circulation as a result of the project. Therefore, the project would be consistent with Policy ME-A.5.</p>	
Urban Design Element		
<p><u>Development Adjacent to Natural Features and Park Lands</u></p> <p>Policy UD-A.3. Design development adjacent to natural features in a sensitive manner to highlight and complement the natural environment in areas designated for development.</p> <p>a. Protect views from public roadways and parklands to natural canyons, resource areas, and scenic vistas.</p>	<p>The project site is adjacent to the Pacific Ocean coastline, a natural feature. The project has been designed to achieve a harmonious visual relationship between the bulk and scale of the existing and adjacent residences. Except for <u>a necessary modifications for driveway width and visibility triangle dimensions</u> the project would comply with all development regulations and observe the 30-foot height requirements. The residence would be set back 25 feet from the coastal bluffs (as compared to the existing residence which is located along the bluff edge), while the basement level would be set back 40 feet. The existing bluff-side improvements would be removed and a COE recorded to protect the coastal bluffs in perpetuity. Removal of the existing residence and portions of the privacy wall along the street frontage and establishment of a deed-restricted view corridors along the southern and northern property lines behind the historic features would increase visibility through the property to the coastline, consistent with Policy UD-A.3.</p>	Yes

8. EIR Environmental Analysis Other CEQA Sections, Section 7.1.12.3 Hazards Due to Design Feature, page 7-17 has been revised as follows:

The project involves the demolition of an existing single-family residence and the construction of a new single-family residence. The project includes construction of a relocated driveway access from Camino De La Costa, which would require a modifications from City standards for ~~driveway width and visibility triangles~~ (refer to Table 3-1 of this EIR). The ~~driveway and visibility triangle modifications~~ are is proposed to accommodate the existing historically designated detached garage and stucco privacy wall at the site and would be subject to review and approval from the City to ensure appropriate safety standards are met. As required by City Engineering Staff, the project is conditioned to install convex mirror(s) adjacent to the garage door openings and/or pedestrian-alerting devices.

9. EIR Environmental Analysis Other CEQA Sections, Section 7.1.15.4 Light/Glare, page 7-22 has been revised as follows:

Except for ~~necessary~~ a modifications for the ~~driveway visibility triangles~~, the project would comply with all development regulations and observe the height requirements for the zone.

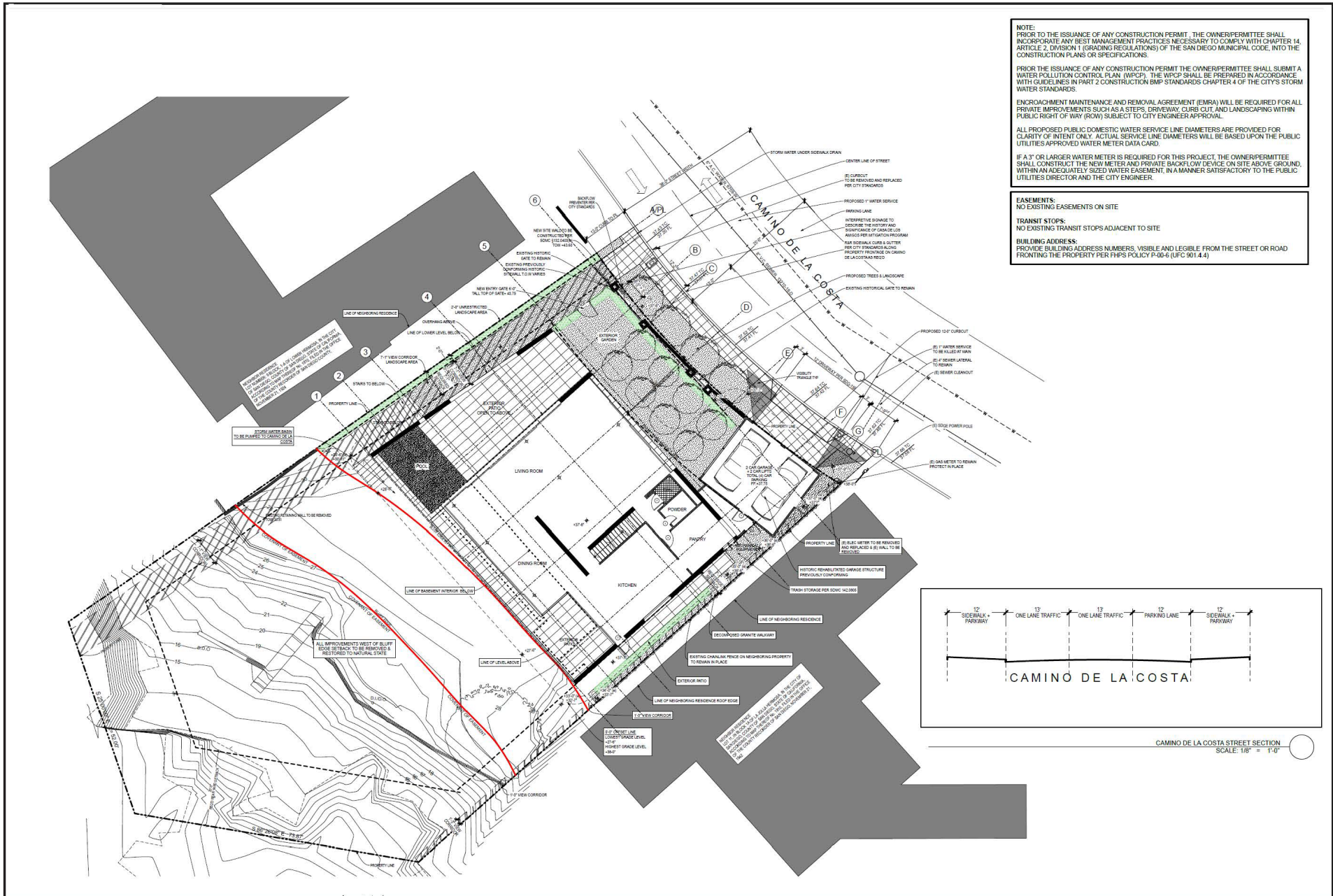
10. EIR Environmental Analysis Other CEQA Sections, Section 7.1.15.4 Light/Glare, page 7-23 has been revised as follows:

The project proposes ~~a~~ modifications related to ~~driveway width and~~ visibility triangles to accommodate the existing historically designated detached garage.

11. EIR Environmental Analysis Other CEQA Sections, Section 7.1.15.4 Light/Glare, page 7-24 has been revised as follows:

Additionally, as previously discussed, the project would comply with the RS-1-5 residential zone development regulations related to setbacks, height, lot coverage, and floor area ratio except for ~~a~~ modifications related to ~~driveway width and~~ visibility triangles to accommodate the existing historically designated detached garage.

12. EIR Project Description, Figure 3-1, Site Plan has been revised as follows:



Source: Jonathan Segal, Architect 2024

Figure 3-1

Site Plan

CASA DE LOS AMIGOS

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.