

Preface

Pursuant to refinements in the City's proposed Ultimate Street Network Plan, several previously identified traffic mitigation measures have been determined to be infeasible due to road width constraints, and impacts at these locations have now been concluded to be significant and unmitigated. Additionally, in response to concerns raised by the California Department of Transportation (Caltrans) during and subsequent to the public review period, an additional unsignalized intersection and ramp merge/diverge/weaving analysis at the Interstate 8/Magnolia Avenue/State Route 67 interchange was conducted that resulted in the identification of a new significant but mitigable traffic impact. These new impacts have been incorporated as revisions in the Draft Program Environmental Impact Report's (PEIR's) Section 4.3 Transportation, Circulation and Access; and in the Draft PEIR's Executive Summary. Lastly, to reflect refinements in the proposed El Cajon Downtown Specific Plan (ECDSP) development standards, use regulations, nonconforming regulations, mobility systems, environmental review, plan review, and plan administration and amendment procedures made since the original circulation of the Draft PEIR, minor changes and clarifications have been made in the Draft PEIR's Chapter 3.0 Project Description. All of these revisions appear in this recirculated Draft PEIR in ~~strikeout~~/underline format.

In order to ensure that the public has adequate opportunity to review these changes prior to public hearings, the City has committed to recirculating the Draft PEIR (partial) for an additional 45-day public review period. In accordance with CEQA Section 15088.5(c), this recirculated PEIR includes only those chapters or portions of the Draft PEIR that were revised. Additionally, CEQA Section 15088.5(f) states that "re-circulating an EIR can result in the lead agency receiving more than one set of comments from reviewers." In order to avoid confusion, this recirculated PEIR does not include the comment letters received during the previous public review circulation. However, the City has prepared responses to the comment letters submitted previously and the comments/responses will be incorporated into the Final PEIR which will be used by the City in making their final decision.

Thus, with regard to this recirculated PEIR, responsible agencies and the public should focus their comments only on the portions of the Draft PEIR which have been revised. There is no need to resubmit the comment letters that were issued in response to the Draft PEIR, which was circulated during the December 13, 2010 to January 26, 2011 public review period.

As required by CEQA Section 15088.5(g), immediately following this preface is an errata, which summarizes the revisions made to the previously circulated Draft PEIR.

Errata

The recirculated Draft PEIR for the ECDSP Project is composed of the following:

- Preface
- Errata
- Executive Summary
- Project Description Chapter 3.0 (which required revisions in order to reflect updates to the proposed ECDSP Mobility Plan, street cross-sections, development standards and land use regulations, nonconforming regulations, environmental review, plan review, plan administration, and amendment procedures)
- Transportation, Circulation and Access Section 4.3 (which required revisions pursuant to public comments that resulted in the identification of new significant traffic impacts)

For ease in identifying the revisions, the modified text of the PEIR has been indicated in underline and strikeout format as follows:

~~Old Text~~ Revised Text

The revisions and clarifications to the PEIR that were made in response to changes to the project description or traffic mitigation measures are summarized below.

Executive Summary

- Minor clarifications were added to the list of discretionary actions, page S-2.
- Page S-4, clarifications were added consistent with revisions to the Project Description, including the new nonconforming use regulations and Ultimate Street Network Plan incorporated into the updated July 2011 ECDSP.
- Pages S-8 and S-9, revisions made to the identified significant and unmitigated traffic (freeways) impacts to include intersection and street segments as well.
- Table S-1 traffic portion was updated according to revisions to impacts and mitigation for traffic.

Project Description (Chapter 3.0)

- Based on recent changes in ECCDC funding, the ECCDC no longer performs design review of projects subject to SP 182. This reference was therefore deleted on page 3-1.

- Clarification was made to the building height limit description for the area west of the trolley tracks, south of Palm Avenue, on page 3-18.
- Minor correction was made to a proposed land use designation, changing it from *Professional Office* to *Commercial Office*, page 3-22.
- Pages 3-23 and 3-24, proposed allowable residential densities were added.
- A discussion was added on pages 3-24 and 3-26 to describe situations when a land use, either permanent or interim, may occur on areas with an ECDSP open space designation.
- Table 3-2 Development Standards (pages 3-27 through 3-34) was replaced with the updated table from the July 2011 draft of the ECDSP.
- A paragraph was added to page 3-35 to describe how exceptions to the ECDSP Development Standards may be approved.
- Clarification of several categories of non-permitted uses was added to page 3-35, Section 3.3.3.3.
- A new Section 3.3.3.4 Nonconforming Regulations was added to pages 3-35 and 3-36 to describe the special regulations pertaining to nonconforming uses developed in response to comments on the draft ECDSP.
- Page 3-36, the Design Guidelines discussion was renumbered to Section 3.3.3.5 and a reference to the Design Guidelines as Appendix A of the ECDSP was included.
- Table 3-3 Permitted Uses and Table 3-4 Prohibited Uses (pages 3-37 through 3-41) were replaced with updated tables from the July 2011 draft ECDSP, reflecting revisions to several of the listed categories.
- A callout for a new Figure 3-11 and brief discussion of the ECDSP Ultimate Street Network Plan was added to the Mobility System Section 3.3.4 on pages 3-43 and 3-45.
- A new Figure 3-11 Proposed ECDSP Ultimate Street Network Plan was added (page 3-44) to illustrate the City's proposed routes, streets and alleys network.
- Two new subsection headings, 3.4.1.1 Project Approval Procedures and 3.4.1.2 Environmental Review, were inserted under the Section 3.4.1 Subsequent Projects discussion to distinguish between the two processes (pages 3-47 and 3-48).
- Pages 3-47 and 4-38, minor clarifications were made to the project approval procedures discussion to reflect revisions incorporated in the July 2011 draft ECDSP.

- Page 3-48, minor clarifications were made to the environmental review procedures for subsequent projects to more precisely describe the process and to reflect revisions incorporated in the July 2011 draft ECDSP.
- Pages 3-48 and 3-49, Section 3.4.2 Plan Review and Amendment Section, revisions were made to clarify the plan review and amendment process as currently described in the July 2011 draft ECDSP.
- Minor clarifications to the discretionary actions were made on page 3-50.

Transportation, Circulation and Access (Section 4.3)

- Page 4.3-1, a new paragraph was added under Section 4.3 to indicate that an additional traffic analysis was conducted in May 2011 and added to the PEIR Appendix.
- Page 4.3-38, revisions were made to the first paragraph indicating that for the Year 2030 “No Build” and 2030 “Build” an additional traffic analysis was conducted to analyze the unsignalized intersection and ramp merge/diverge/weaving condition at the I-8 and North Magnolia Avenue interchange.
- To provide clarification of the Year 2030 “No Build” freeway impacts, and to accommodate discussion of the additional I-8/Magnolia Avenue/SR-67 interchange analysis, *Freeway Segments* and *Freeway Interchange* headings were added to page 4.3-63. A new two-paragraph discussion of the I-8/Magnolia Avenue/SR-67 interchange analysis, including identification of a new freeway impact, was included under the Freeway Interchange heading.
- To provide clarification and to accommodate discussion of the additional I-8/Magnolia Avenue/SR-67 interchange analysis for the Year 2030 “Build” condition, *Freeway Segments* and *Freeway Interchange* headings were added to pages 4.3-66 and 4.3-67. A new discussion of the I-8/Magnolia Avenue/SR-67 interchange analysis was included under the Freeway Interchange heading, that includes identification of a new significant freeway impact and need for mitigation.
- Pages 4-67 through 4-76, an expanded impacts discussion of the proposed mobility system was added to address the currently proposed ECDSP Ultimate Street Network Plan (included in the July 2011 draft ECDSP) and associated lane geometries, roadway widths, and required right-of-way expansions.
- A new Figure 4.3-13, ECDSP Proposed Ultimate Street Network Plan and a new Table 4.3-15 Existing and Proposed Right-of-Ways, was added on pages 4.3-68 through 4.3-70.

- New Figures 4.3-14 through 4.3-17 were added to Section 4.3.3.2, Mobility System Impacts, to illustrate representative street cross sections. All subsequent existing figures were renumbered accordingly.
- Minor clarifications were added to the section 4.3.3.2 Mobility System Impacts discussion of the Pedestrian Circulation Plan and Bicycle Circulation Plan on page 4.3-77.
- On page 4.3-84 (Section 4.3.3.3.b Parking Demand) the numbers of available on-street parking spaces and remaining demand were corrected based on updated information.
- Based on the new traffic impacts, revisions to the Level of Significance Prior to Mitigation Section 4.3.4 page 4.3-88 summary were made.
- Page 4.3-89, Section 4.3.5.1 Mitigation Relating to Impacts to Intersections, was revised to include a paragraph describing the infeasibility of the mitigation for the Magnolia Avenue/Madison Avenue intersection and the resulting finding that the intersection impacts were significant and unavoidable because right-of-way acquisition would be needed that is inconsistent with the ECDSP goals for an urban, pedestrian-oriented downtown.

Previously, all intersection impacts were identified as mitigable. Now, this one intersection has been identified as significant and unmitigated:

- Magnolia Avenue/Madison Avenue
- Table 4.3-19 Intersection Impacts/Mitigation Measures was renumbered from Table 4.3-18 and revised in accordance with the finding of significant and unavoidable impact for the Magnolia Avenue/Madison Avenue intersection. The footnote in this table regarding right-of-way acquisition was also revised to incorporate clarifications provided by the City Attorney, and an additional footnote was added to explain that LOS D would not be achieved for Magnolia Avenue/Madison Avenue.
- Page 4.3-91, Section 4.3.5.2 Mitigation Relating to Impacts to Street Segments, was revised to describe the infeasibility of providing complete mitigation (i.e., to improve LOS to D or better) for the following street segments:
 - Magnolia Avenue between Park Avenue and Wells Avenue
 - Magnolia Avenue between Madison Avenue and I-8 Ramps
 - Main Street between El Cajon Boulevard and Avocado Avenue/Ballantyne Street

After consideration of the proposed ECDSP Ultimate Street Network Plan, right-of-way constraints, and the ECDSP goals for an urban, walkable downtown, the City determined it was infeasible to implement the full mitigation as identified previously in the draft PEIR.

These street segments have thus been identified as having significant and unavoidable impacts. None of these street segments were previously identified as having unavoidable/unmitigated impacts.

- Table 4.3-20 Street Segments Impacts/Mitigation Measures was renumbered from Table 4.3-19 and revised to identify which measures were feasible and not feasible in accordance with the finding of significant and unavoidable impacts for the three street segments listed above. Additionally, the last page of Table 4.3-20 was revised to add a new, previously unidentified significant freeway (interchange) impact and mitigation. The footnote on every page in this table pertaining to right-of-way acquisition was also revised to incorporate clarifications provided by the City Attorney. An additional footnote was added to clarify the LOS for the significant and unmitigated street segments.
- Page 4.3-102, Section 4.3.5.3 Mitigation Relating to Impacts to Freeways was revised to include a new freeway interchange mitigation that would reduce previously unidentified significant impacts to the I-8/Magnolia Avenue/SR-67 interchange to a level below significance. The mitigation measure for this unsignalized interchange includes the appropriately-timed installation of a traffic signal for the eastbound right-turn movement and the southbound through movement. As indicated in the text revisions, implementation of the traffic signal would not be required until approximately five years of ECDSP development buildout.
- Section 4.3.6.1 Project Area Intersections on page 4.3-103, Level of Significance After Mitigation, was revised to state that all but one intersection could be mitigated to below a level of significant impact. The Magnolia Avenue/Madison Avenue intersection would remain significant and unmitigated.
- On page 4.3-103 Section 4.3.6.2 Project Area Street Segments, Level of Significance After Mitigation, was revised to state that all but three street segments could be mitigated to below a level of significant impact. Traffic impacts at the three street segments would remain significant and unmitigated.
- On page 4.3-104 Section 4.3.6.3 Freeways, Level of Significance After Mitigation, was revised to state that one new freeway interchange impact could be mitigated to below significance with implementation of the recommended mitigation measure.
- On Page 4.3-104 Table 4.3-20 Post-Mitigation Street Segment Levels of Service was renumbered to Table 4.3-21 and revised to include and an additional footnote to explain that LOS D would not be achieved for the three street segments identified as having significant, unmitigated impacts.

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