



**SAN DIEGO COUNTY  
REGIONAL AIRPORT AUTHORITY  
Airport Land Use Commission  
STAFF REPORT**

Item No.  
**7**

Meeting Date: **DECEMBER 1, 2011**

**Subject:**

**Adoption of an Amendment to the McClellan-Palomar Airport - Airport Land Use Compatibility Plan and Addendum to the Previously Adopted Negative Declaration**

**Recommendation:**

Adopt Resolution No. 2011-0024 ALUC, approving an amendment to the McClellan-Palomar Airport - Airport Land Use Compatibility Plan and adopting an Addendum to the Previously Adopted Negative Declaration for the McClellan-Palomar Airport - Airport Land Use Compatibility Plan and/or other appropriate action as determined by the ALUC.

**Background/Justification:**

The Airport Authority was designated as the Airport Land Use Commission (ALUC) for San Diego County, effective January 1, 2003 (Pub. Util. Code §21670.3(a)). Acting in its capacity as the ALUC, the Airport Authority is required to prepare and adopt an Airport Land Use Compatibility Plan (ALUCP) for each of the public use and military airports within its jurisdiction (Pub. Util. Code §21674(c)).

The purpose of the proposed ALUCP is to protect the public health, safety and welfare by ensuring the orderly expansion of airports and the adoption of land use policies that minimize the public's exposure to excessive noise and safety hazards within areas around airports located in the county that are not already devoted to incompatible land uses (Pub. Util. Code §21674).

In accordance with this mandate, the ALUC adopted an ALUCP for McClellan-Palomar Airport at a special meeting on January 25, 2010. This ALUCP replaced one adopted in 1994 as a Comprehensive Land Use Plan (CLUP) by the San Diego Association of Governments (SANDAG) in its predecessor role as the ALUC. In 2004, the Airport Authority, acting as the ALUC, made minor technical revisions to the CLUP and renamed the CLUP an ALUCP, consistent with revisions to State law.

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After the adoption of the McClellan-Palomar Airport ALUCP on January 25, 2010, the ALUC amended it at the request of the City of Carlsbad on March 4, 2010 to provide for an increase in nonresidential intensities permitted within the safety zones of the ALUCP.

On December 20, 2010, the ALUC adopted an amendment to each of the urban airport ALUCPs (Brown Field Municipal Airport, Gillespie Field, Montgomery Field, and Oceanside Municipal Airport), but was unable to make the same amendment to McClellan-Palomar Airport ALUCP because the single, statutory opportunity to amend the ALUCP within 2010 had already been exercised by the ALUC (Pub. Util. Code §21675(a)).

On October 6, 2011, the ALUC authorized staff to bring the same 2010 urban airport ALUCP amendment to McClellan-Palomar Airport ALUCP for ALUC consideration before 2011 expired, allowing the ALUC to exercise its 2011 opportunity to amend the ALUCP. This would align all urban airport ALUCPs with congruent policies uniformly applied within affected local agency land use jurisdiction.

In fulfillment of the ALUC policy direction, staff met with City of Carlsbad Planning Department staff on November 1, 2011 to advise and solicit feedback on the proposed amendment. The amendment involves clarifying processing issues when applying the ALUCP to land use projects requiring consistency determination review. The specific clarifications comprising the amendment are listed below.

1. Clarify the definition of existing land use in chapter 2, section 2.218 to account for new occupancies within existing buildings (e.g., tenant improvements). The change would allow new occupancies within existing buildings to be treated as existing land uses, provided that the occupancy remains within the same or reduced level of occupancy as the most recent use. A new occupancy which increases intensity shall not qualify as an existing land use and thus remains subject to ALUC review.
2. Clarify in chapter 2, section 2.6.2(a), that all land use actions within Review Area 1 require ALUC review, whereas within Review Area 2, only land use actions meeting certain airspace hazard characteristics are subject to ALUC review.
3. Clarify in chapter 2, section 2.6.3, that ALUC staff review is sufficient for projects which comply with all ALUCP compatibility factors and no conditions are required, provided the project has done one or both of the following, if applicable: obtain a determination of no hazard from the FAA, and record an overflight agreement per local agency condition.
4. Clarify in chapter 2, section 2.10.4, the circumstances under which subsequent ALUC review of a previously reviewed and approved project is required. New review would continue to be required for an increase in number of dwelling units or nonresidential intensity on a site as well as major site design changes. A cumulative increase in building area or lot coverage for nonresidential uses would only require subsequent ALUC review if the revised project exceeded 10 percent of those attributes for the previously approved project, and height increases only if the increase is deemed a hazard by the FAA.

5. Clarify in chapter 2, section 2.11.2(d), that ALUC review is required for any proposed expansion of a nonconforming use only when there is an increase in the number of dwelling units or people on site for nonresidential uses. This would allow existing nonconforming uses to make alterations to comply with life safety code upgrades, including accessibility requirements, without having to upgrade the entire site to conform to the ALUCP.
6. Clarify in chapter 3, section 3.4.5(f), that the Regional and Community/Neighborhood Shopping Centers category may or may not include eating and drinking establishments. As worded, current text implies that this component must be included.
7. Simplify in chapter 3, section 3.4.7(a) and (b)(1), the method of calculating maximum use of a site for projects with a mixture of nonresidential uses and provide example calculations. This would involve applying a proportionate share of the use to a proportion of the permitted floor area ratio, irrespective of the total area of the project site, which is difficult to fairly apportion to all uses.

#### **Fiscal Impact:**

ALUC functions are funded through the Airport Planning FY12 operating budget.

#### **Authority Strategies:**

This item supports one or more of the Authority Strategies, as follows:

- Community Strategy  
  Customer Strategy  
  Employee Strategy  
  Financial Strategy  
  Operations Strategy

#### **Environmental Review:**

- A. In accordance with CEQA, the ALUC adopted a Negative Declaration (ND) for the McClellan-Palomar Airport ALUCP on January 25, 2010, pursuant to Resolution No. 2010-0008 ALUC. For the proposed amendment to the adopted McClellan-Palomar Airport ALUCP, the attached Addendum to the previously adopted ND has been prepared for ALUC consideration.
- B. This ALUC action does not constitute a "development," as defined by the California Coastal Act. (Pub. Res. Code §30106)

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**Equal Opportunity Program:**

Not applicable.

**Prepared by:**

KEITH WILSHETZ  
DIRECTOR, AIRPORT PLANNING

RESOLUTION NO. 2011-0024 ALUC

A RESOLUTION OF THE AIRPORT LAND USE COMMISSION FOR SAN DIEGO COUNTY ADOPTING AN AMENDMENT TO THE MCCLELLAN-PALOMAR AIRPORT - AIRPORT LAND USE COMPATIBILITY PLAN AND ADOPTING AN ADDENDUM TO THE PREVIOUSLY ADOPTED NEGATIVE DECLARATION.

WHEREAS, on January 25, 2010, the Board of the San Diego County Regional Airport Authority, acting in its capacity as the Airport Land Use Commission (ALUC) for San Diego County, pursuant to Section 21670.3 of the Public Utilities Code, adopted an Airport Land Use Compatibility Plan (ALUCP) for McClellan-Palomar Airport; and

WHEREAS, the ALUC concurrently adopted the Negative Declaration (ND) (State Clearinghouse No. 2009051030) prepared for the adopted McClellan-Palomar Airport ALUCP, which concluded that there was no substantial evidence that the ALUCP would result in significant environmental impacts (Resolution No. 2010-0008 ALUC); and

WHEREAS, the ALUC is required to prepare, adopt, and amend (as necessary) an ALUCP for each of the airports in its jurisdiction (Public Utilities Code, §§21674, subd. (c); 21675, subd. (a)); and

WHEREAS, the adopted McClellan-Palomar Airport ALUCP, as required by State law, is based on the Airport Layout Plan (ALP) and airport-related forecast and background data approved by the California Department of Transportation, Division of Aeronautics, which reflects the anticipated growth of the airport for the next 20 years; and

WHEREAS, the amendment to the adopted McClellan-Palomar Airport ALUCP is consistent with the primary objectives of the State Aeronautics Act (Cal. Pub. Util. Code §§21001, et seq.) and the California Airport Land Use Planning Handbook and does not diminish the protection provided by the previously adopted ALUCP for McClellan-Palomar Airport; and

WHEREAS, on October 6, 2011, ALUC staff presented a list of issues and concerns to the ALUC that have been encountered when applying the McClellan-Palomar Airport ALUCP to land use projects requiring consistency determination review; and

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WHEREAS, on November 1, 2011, ALUC staff held a meeting with City of Carlsbad staff to inform them about the proposed revisions to the McClellan-Palomar Airport ALUCP as well as to solicit their input; and

WHEREAS, the ALUC finds it appropriate to amend the adopted McClellan-Palomar ALUCP, as requested by ALUC staff, so as to provide clarity on the following: 1) clarify the definition of existing land use in chapter 2, section 2.218 to allow new occupancies within existing buildings to be treated as existing land uses, provided that the occupancy remains within the same or reduced level of occupancy as the most recent use; 2) clarify in chapter 2, section 2.6.2(a), that all land use actions within Review Area 1 require ALUC review, whereas within Review Area 2, only land use actions meeting certain airspace hazard characteristics are subject to ALUC review; 3) clarify in chapter 2, section 2.6.3, that ALUC staff review is sufficient for projects which comply with all ALUCP compatibility factors and no conditions are required, provided the project has done one or both of the following, if applicable: obtain a determination of no hazard from the FAA, and record an overflight agreement per local agency condition; 4) clarify in chapter 2, section 2.10.4, that no increase in height which would be deemed a hazard by the FAA and no greater than a cumulative ten percent increase in building area or lot coverage over a previously approved project for nonresidential uses would be allowed before subsequent new ALUC review; 5) clarify in chapter 2, section 2.11.2(d), that ALUC review is required for any proposed expansion of a nonconforming use only when there is an increase in the number of dwelling units or people on site for nonresidential uses; 6) clarify in chapter 3, section 3.4.5(f), that the regional and community/neighborhood shopping center categories may or may not include eating and drinking establishments; 7) simplify in chapter 3, section 3.4.7(a) and (b)(1), the method of calculating maximum use of a site for projects with a mixture of nonresidential uses to use a proportionate share of each land use as a proportion of the permitted floor area ratio and provide example calculations; and

WHEREAS, the amendment to the adopted McClellan-Palomar Airport ALUCP will ensure that the ALUC and the affected local agencies have the most accurate technical data regarding the proposed clarifications and revisions before them when rendering consistency determinations and/or implementing the McClellan-Palomar Airport ALUCP; and

WHEREAS, in compliance with the requirements of the California Environmental Quality Act (CEQA; Pub. Resources Code, §2100, et seq.), the CEQA Guidelines (Cal. Code Regs., tit. 14, §15000 et seq.), and the Airport Authority's own CEQA Procedures, ALUC staff has evaluated the environmental ramifications of the proposed amendment to the adopted McClellan-Palomar Airport ALUCP; and



WHEREAS, ALUC staff has prepared an Addendum to the previously adopted ND (State Clearinghouse No. 2009051030); and

WHEREAS, the Addendum concludes the previously adopted ND addresses all impacts associated with the implementation of the proposed amendment to the adopted McClellan-Palomar Airport ALUCP; and

WHEREAS, the Addendum also concludes that any potential environmental impacts associated with revisions to the affected policies were identified within the scope of the previously adopted ND, and that the environmental ramifications associated with the proposed amendment is the same as or less than that identified in the previously adopted ND; and

WHEREAS, the Addendum further finds that no new or substantially more severe environmental effects would result from the ALUC's decision to amend the adopted McClellan-Palomar Airport ALUCP; and

WHEREAS, the Addendum concludes that no new information has been presented regarding the adopted McClellan-Palomar Airport ALUCP's environmental effects that gives rise to any new or more severe environmental effects than were previously identified in the adopted ND; and

WHEREAS, the ALUC considered the Addendum for the proposed amendment to the adopted McClellan-Palomar Airport ALUCP, along with the previously adopted ND, and the ALUC, based on its independent judgment and analysis, agrees with the conclusions reached in the Addendum.

NOW, THEREFORE, BE IT RESOLVED, that the ALUC adopts the Addendum to the previously adopted ND (State Clearinghouse No. 2009051030, attached as Attachment A), as described therein, and orders that ALUC staff prepare and file a Notice of Determination within five days of the certification of this Resolution; and

BE IT FURTHER RESOLVED, that the ALUC adopts an amendment to the McClellan-Palomar Airport ALUCP, as previously adopted by the ALUC on January 25, 2010 and previously amended on March 4, 2010, so as to include corrections and revisions to applicable text as outlined within the Staff Report, to be effective immediately upon certification of this Resolution; and

BE IT FUTHER RESOLVED that this ALUC action is not a "development" as defined by the California Coastal Act, Pub. Res. Code Section 30106.

**PASSED, ADOPTED AND APPROVED** by the ALUC for San Diego County at a special meeting this 1<sup>st</sup> day of December, 2011, by the following vote:

**AYES:** Commissioners:

**NOES:** Commissioners:

**ABSENT:** Commissioners:

**ATTEST:**

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**TONY R. RUSSELL**  
DIRECTOR, CORPORATE SERVICES/  
AUTHORITY CLERK

**APPROVED AS TO FORM:**

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**BRETON K. LOBNER**  
GENERAL COUNSEL

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**ADDENDUM TO THE NEGATIVE DECLARATION  
FOR THE MCCLELLAN-PALOMAR AIRPORT ALUCP  
(STATE CLEARINGHOUSE NO. 2009051030)**

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December 1, 2011

**1.0 INTRODUCTION**

This document is an Addendum to the previously adopted Negative Declaration (State Clearinghouse No. 2009051030) for the Airport Land Use Compatibility Plan ("ALUCP") prepared for McClellan-Palomar Airport ("approved Project"). The Negative Declaration evaluated the environmental impacts associated with implementation of the McClellan-Palomar Airport ALUCP, and concluded that there was no substantial evidence that the approved Project would result in significant environmental impacts. On January 25, 2010, after a public hearing, the San Diego County Regional Airport Authority ("Airport Authority"), acting in its capacity as the Airport Land Use Commission ("ALUC") for the County of San Diego, certified the legal adequacy of the Negative Declaration, pursuant to the California Environmental Quality Act ("CEQA;" Pub. Resources Code, §21000 et seq.), the CEQA Guidelines (Cal. Code Regs., tit. 14, §15000 et seq.), and the Airport Authority's CEQA Procedures. On March 4, 2010, after a public hearing, the Airport Authority, acting in its capacity as the ALUC for the County of San Diego, adopted an Addendum to the previously adopted Negative Declaration for the McClellan-Palomar ALUCP (Resolution No. 2010-0023 ALUC).

This Addendum examines the environmental effects of a proposed minor amendment to the approved Project. The minor amendment is being made in response to comments and input provided by ALUC staff as well as staff at local agencies affected by the approved Project regarding processing issues that have been encountered since the approved Project was adopted by the ALUC in January 2010 and amended in March 2010.

As discussed in greater detail in the Addendum below, the proposed amendment to the approved Project would reduce the amount of potential displacement of future development identified in the previously adopted Negative Declaration for the approved Project, such that potential displacement would be less than previously anticipated.

**2.0 PURPOSE OF AN ADDENDUM**

Under CEQA, a lead agency may prepare an addendum to a previously adopted Negative Declaration if minor technical changes or additions are necessary, or none of the conditions calling for the preparation of a subsequent environmental impact report ("EIR") or negative declaration have occurred. (Cal. Code Regs., tit. 14, §15164, subd. (b).) Here, the proposed amendment is of the type of "minor technical change" highlighted in the CEQA Guidelines as the appropriate subject of an addendum.

Notably, when a Negative Declaration already has been adopted for a project, no subsequent environmental review is required for that project unless the lead agency determines, based on substantial evidence in the record before it, that one or more specified circumstances has occurred. (Cal. Code Regs., tit. 14, §15162, subd. (a).) Those circumstances are:

- (1) Substantial changes to the project are proposed that will require major revision of the previously adopted negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes have occurred with respect to the circumstances under which the project is undertaken, such that major revisions to the prior negative declaration are required due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous negative declaration was adopted, shows any of the following:
  - (A) The project will have one or more significant effects not discussed in the previous negative declaration;
  - (B) Significant effects previously examined will be substantially more severe than shown;
  - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
  - (D) Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

(Cal. Code Regs., tit. 14, §15162, subd. (a).)

This Addendum to the previously adopted Negative Declaration for the approved Project has been prepared because ALUC staff has concluded, following an evaluation of the environmental effects of the proposed minor amendment, that the proposed amendment does not give rise to any of the circumstances requiring preparation of a subsequent EIR or negative declaration, as identified above. The evidence supporting ALUC staff's determination is contained in **Section 4.0, Environmental Analysis**, below.

### **3.0 BACKGROUND**

#### **3.1 DESCRIPTION OF THE APPROVED PROJECT**

The approved Project is an airport land use compatibility plan, which is inherently regulatory in nature and designed to promote compatibility between McClellan-Palomar Airport and the surrounding land uses, to the extent that these areas are not already devoted to incompatible uses. (Pub. Util. Code, §21674, subd. (a).) The McClellan-Palomar Airport ALUCP accomplishes this, in part, by regulating the future development of new residential dwellings, commercial and industrial structures, and other noise- or risk-sensitive land uses within the Airport Influence Area ("AIA"), based upon multiple factors established in the ALUCP. Accordingly, the McClellan-Palomar Airport ALUCP serves two complementary purposes: (i) the ALUCP provides for the orderly growth of the area surrounding McClellan-Palomar Airport in a manner that is compatible and consistent with the Airport's operations; and (ii) the ALUCP safeguards the general welfare of the inhabitants within the Airport's vicinity and the public in general. (*Id.* at §21670, subd. (a)(1)-(2).)

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The McClellan-Palomar Airport ALUCP contains compatibility criteria applicable to land lying within the AIA. The boundaries of the AIA, which establish the jurisdictional boundaries of the Airport Authority, acting in its capacity as the ALUC, and the ALUCP, are set, on a cumulative basis. Specifically, the AIA's geographic coverage is established by the four factors/layers of land use planning related to aeronautical activities: (i) noise; (ii) safety; (iii) airspace protection; and (iv) overflight. The ALUCP's compatibility criteria identify whether a particular land use is compatible, conditionally compatible, or incompatible with the Airport's operations based on the proximity of the land uses to the Airport and the four factors/layers. These criteria are then used by the ALUC to determine whether development projects and local plans lying within the AIA for McClellan-Palomar Airport are consistent with the ALUCP. In addition, these criteria are used by local agencies during the preparation or amendment of general plans and/or other land use plans and ordinances, and by landowners during the design of new development projects.

The previously adopted Negative Declaration, as discussed above, evaluated the environmental impacts of implementation of the McClellan-Palomar Airport ALUCP. As adopted by the Airport Authority on January 25, 2010, the Negative Declaration found that there was no substantial evidence in the record that the approved Project would result in significant environmental impacts on a direct, indirect, or cumulative basis.

### **3.2 CURRENT PROPOSED ACTION**

The specific amendment to the approved Project contemplated in this Addendum includes:

1. Clarify the definition of existing land use in chapter 2, section 2.218 to account for new occupancies within existing buildings (e.g., tenant improvements). The change would allow new occupancies within existing buildings to be treated as existing land uses, provided that the occupancy remains within the same or reduced level of occupancy as the most recent use. A new occupancy which increases intensity shall not qualify as an existing land use and thus remains subject to ALUC review.
2. Clarify in chapter 2, section 2.6.2(a), that all land use actions within Review Area 1 require ALUC review, whereas within Review Area 2, only land use actions meeting certain airspace hazard characteristics are subject to ALUC review.
3. Clarify in chapter 2, section 2.6.3, that ALUC staff review is sufficient for projects which comply with all ALUCP compatibility factors and no conditions are required, provided the project has done one or both of the following, if applicable: obtain a determination of no hazard from the FAA, and record an overflight agreement per local agency condition.
4. Clarify in chapter 2, section 2.10.4, the circumstances under which subsequent ALUC review of a previously reviewed and approved project is required. New review would continue to be required for an increase in number of dwelling units or nonresidential intensity on a site as well as major site design changes. A cumulative increase in building area or lot coverage for nonresidential uses would only require subsequent ALUC review if the revised project exceeded 10 percent of those attributes for the previously approved project, and height increases only if the increase is deemed a hazard by the FAA.
5. Clarify in chapter 2, section 2.11.2(d), that ALUC review is required for any proposed expansion of a nonconforming use only when there is an increase in the number of dwelling units or people on site

for nonresidential uses. This would allow existing nonconforming uses to make alterations to comply with life safety code upgrades, including accessibility requirements, without having to upgrade the entire site to conform to the ALUCP.

6. Clarify in chapter 3, section 3.4.5(f), that the Regional and Community/Neighborhood Shopping Centers category may or may not include eating and drinking establishments. As worded, current text implies that this component must be included.
7. Simplify in chapter 3, section 3.4.7(a) and (b)(1), the method of calculating maximum use of a site for projects with a mixture of nonresidential uses and provide example calculations. This would involve applying a proportionate share of the use to a proportion of the permitted floor area ratio, irrespective of the total area of the project site, which is difficult to fairly apportion to all uses.

#### **4.0 ENVIRONMENTAL ANALYSIS**

As discussed further below, the proposed amendment to the approved Project would not alter the conclusions reached in the previously adopted Negative Declaration regarding the potential environmental impacts associated with the approved Project; the potential impacts resulting from the approved Project, as amended, would be the same as or less than those previously identified. (The previously adopted Negative Declaration is hereby incorporated by reference and is available for public inspection during regular business hours at the Airport Authority's offices, which are located at San Diego International Airport, Commuter Terminal, 3225 North Harbor Drive, San Diego, California 92101.)

First, the proposed amendment, like the approved Project, does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the proposed amendment would not directly impact the environment or result in any direct impacts to any of the environmental impact categories contemplated in Appendix G of the CEQA Guidelines, as identified in the previously adopted Negative Declaration.

Second, while the proposed amendment may indirectly influence future land use development in the vicinity of the Airport by facilitating development in some locations and constraining development at other locations, any potential indirect effects that may arise are uncertain from a timing and location standpoint. Therefore, it is speculative to anticipate the specific characteristics of any development with which it would be associated. As discussed in the previously adopted Negative Declaration, one possibility is that land uses in much of the Airport's environs would remain unchanged when compared to existing conditions. Another possibility is that implementation of the proposed amendment may indirectly result in shifting future residential, agricultural, open space, commercial, industrial, or public land uses to other locations designated or zoned to allow for such uses. Since such potential shifts cannot be accurately predicted, particularly as to the rate, timing, location, and extent, it is not considered reasonable to conclude that any potential shifts would be significant. Absent information to the contrary, any such shifts are reasonably considered less than significant.

Such conflicts also are considered less than significant under CEQA because state law (Gov. Code §65302.3) requires that the applicable local planning document(s) be consistent with an adopted ALUCP; and, in the event of an inconsistency, such document(s) must be amended promptly (or go through the special process required to overrule the ALUC pursuant to section 21676 of the Public Utilities Code). The ALUC finds that, by adopting the proposed amendment, any such conflicts can be avoided or

substantially lessened by local agency action. The ALUC further finds that such action is within the responsibility and jurisdiction of the respective local agencies, and not the ALUC.

Importantly, the proposed amendment is *less* restrictive than the existing compatibility criteria and policies adopted on January 25, 2010. As such, the environmental analysis for the approved Project represents the worst-case scenario, such that the environmental effects of the proposed amendment is less than that previously studied and reported in the adopted Negative Declaration.

## **5.0 CONCLUSION**

After reviewing the previously adopted Negative Declaration, ALUC staff finds that: (i) the Negative Declaration, previously adopted by the Airport Authority on January 25, 2010, addresses all impacts associated with implementation of the approved Project; (ii) any potential environmental impacts associated within the proposed amendment were identified within the scope of the previously adopted Negative Declaration; (iii) no new or substantially more severe environmental effects would result from the Airport Authority's decision to adopt the proposed amendment; and (iv) no new information has been presented regarding the approved Project's environmental effects that gives rise to any new or more severe environmental effects than were previously identified in the adopted Negative Declaration. Therefore, the legal requirements for preparation of a subsequent EIR or negative declaration are inapplicable, and preparation of an addendum to the previously adopted Negative Declaration is appropriate under the present circumstances.

This Addendum relies on the previously adopted Negative Declaration and the related administrative record, in addition to the new documentation that has been prepared to support the Addendum.

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