

Attachment 3 – Exhibit C: ERRATA TO THE FINAL EIR

The printed and electronic copies¹ of the Final Environmental Impact Report (Final EIR) for the Bayhill Specific Plan Including the Phase I Development have been updated to include new or corrected text described below. This errata sheet serves to revise and correct minor details in the Final EIR. Information provided in this errata sheet clarifies and amplifies the analysis presented in the Draft EIR. No significant new information, as defined by CEQA Guidelines Section 15088.5, was added that would trigger recirculation of the Draft EIR. Specifically, there are no new significant environmental impacts, or a substantial increase in the severity of any significant impact, identified in the comments or responses that were not already identified in the Draft EIR.

Chapter 4, Revisions to the Draft EIR

The following correction has been made in Final EIR Chapter 4, *Revisions to the Draft EIR*, page 4-15. Specifically, footnote b in revised Table 3.2-9 has been underlined to indicate that the text was added in the Final EIR:

"^b This analysis is based on a buildout year of 2022, which was the anticipated buildout year for the Phase I Development at the time the Draft EIR analysis was prepared. The anticipated buildout year for the Phase I Development was later updated to 2025. Equipment and vehicle emission factors decline as a function of time due to increasingly stringent air emission standards. Therefore, this analysis is conservative, as actual emissions would be expected to be lower in 2025."

The following correction has been made in Final EIR Chapter 4, *Revisions to the Draft EIR*, page 4-21. Specifically, the numbers 17,657, 37, 1, and 18,942 at the end of revised Table 3.4-3 have been struck out to indicate that they were deleted in the Final EIR:

Net Increase with Specific Plan					
2040 With Specific Plan v. Existing	17,657	37	1	18,942	
Without Specific Plan	25,989	39	2	27,498	-

The following correction has been made in Final EIR Chapter 4, *Revisions to the Draft EIR*, page 4-24. Specifically, the numbers 6,184, 5, and 6,470 at the end of revised Table 3.4-5 have been struck out to indicate that they were deleted in the Final EIR:

Net Increase With Phase I Development					
2022 With Phase I Development v. Existing	6,184	5		6,470	
2022 Without Phase I Development ^{a, b}	8,067	6	1	8,461	-

The following text has been revised in Final EIR Chapter 4, *Revisions to the Draft EIR*, page 4-26, to replace “would” with “is designed to,” as follows:

¹ Available at <http://www.sanbruno.ca.gov/bayhillsspecificplan>.

“As discussed in Section 3.10, *Transportation*, the Phase I Development ~~would~~ is designed to achieve the 14.3 percent VMT per service population reduction target with implementation of Mitigation Measure TRA-2, which would reduce mobile emissions from 19,882 metric ton of CO₂e to 16,582 metric tons of CO₂e per year ~~in 2022.~~”

The following correction has been made in Final EIR Chapter 4, *Revisions to the Draft EIR*, replacement page 3.11-4. Specifically, the following text, which was added in the Final EIR, has been revised as follows:

Prior text: “As of August 1, 2018, the WSIP was over 96 complete; the current forecasted date to complete the overall WSIP is December 2021 (SFPUC 2021).”

Corrected text: “As of August 2021, the WSIP was approximately 99 percent complete; the current forecasted date to complete the overall WSIP is May 2023 (SFPUC 2021).”

The following correction has been made in Final EIR Chapter 4, *Revisions to the Draft EIR*, page 4-40. Specifically, the following text, which was added in the Final EIR, has been revised to correct a website URL as follows:

Prior text: “SFPUC. 2021. WSIP Overview. Available at <https://sfwater.org/index.aspx?page=115>. Accessed July 17, 2021.”

Corrected text: “SFPUC. 2021. WSIP Overview. Available at <https://www.sfpuc.org/construction-contracts/water-infrastructure-improvements>. Accessed August 18, 2021.”