



An Employee-Owned Company

October 18, 2021

Mr. Martin Reeder, AICP
Principal Planner
City of National City
1243 National City
National City, CA 91950

Reference: Revisions to CarMax Project Final EIR Based on Caltrans Comment Letter Dated October 12, 2021
(RECON Number 7761)

Dear Mr. Reeder:

Below is a summary of the minor revisions that were made to the CarMax Project Final EIR based on the California Department of Transportation (Caltrans) Comment Letter dated October 12, 2021. These minor revisions have not changed any of the conclusions reached in the EIR regarding levels of significance and have not altered any mitigation measures or the need for mitigation.

RECON has made minor revisions to the following figures in the Final EIR:

- Figure 2-3 has been revised to clarify the area where invasive plant species would be removed from Caltrans right-of-way (ROW).
- Figure 3-1 has been revised per the mark-up that accompanied the comment letter submitted by Caltrans on October 12, 2021 to remove the reference to backfill within Caltrans ROW, as no backfill is proposed within Caltrans ROW.
- Figure 3-3 has been revised to remove the reference to backfill within Caltrans ROW, as no backfill is proposed within Caltrans ROW.

Pages S-1, 1-2, 2-1, and 3-2 of the Final EIR have been revised to clarify that the project would remove invasive non-native plant species from Caltrans ROW adjacent to the project boundary, not just from an area within Caltrans ROW adjacent to the southwestern portion of the project boundary. These pages have also been revised to clarify that the project would possibly relocate a San Diego Gas & Electric electrical transmission pole located within the project parcel. Work within Caltrans ROW would be limited to the removal of invasive non-native plant species and no permanent impacts would occur within Caltrans ROW.

Page 4.15-7 has been revised to clarify that project may need to relocate an electrical transmission pole located within the project parcel, that this relocation would not occur within Caltrans ROW, and that the intent would be to maintain the current alignment and utilize a steel pole to minimize any changes in angles and elevations of the transmission lines.

Please let me know if you have any questions or comments regarding these revisions.

Sincerely,

A handwritten signature in black ink, appearing to read "Nick Larkin".

Nick Larkin, Senior Project Manager