

CHAPTER 4.0: ERRATA

4.1 INTRODUCTION

This section includes edits to the Draft PEIR. These modifications are a result of response to comments received during the public review period, as well as those changes initiated by the Lead Agency and/or consultants based on their on-going review.

Revisions herein do not result in new significant environmental impacts, do not represent significant new information, nor do they amend the conclusions of the environmental analysis. Therefore, recirculation of Draft PEIR pursuant to State CEQA Guidelines Section 15088.5 is not warranted.

Changes are provided in revision marks with underline for new text and ~~strike-through~~ for deleted text. Text changes are presented in the page order in which they appear in the Draft PEIR.

4.2 CHANGES AND EDITS TO THE DRAFT PEIR

4.2.1 Table of Contents - Tables

Table 3.9-1 Estimated Parking Demand at Park-and-Ride Lots

Table 4.7-3 Disproportionately High and Adverse Impacts to Low-Income and Minority Populations

Table 4.14-1 Direct Construction Impacts on Wildlife Habitat in the American River Parkway (acres) (100-foot-wide swath)

4.2.2 Executive Summary

Draft PEIR page ES-2, Section 2.1, is revised as follows:

“The DNA study area, shown on Figure ES-1, extends 12.8 miles from 7th and H Streets in Downtown Sacramento to the Sacramento International Airport and includes the communities of Alkali Flat, South Natomas, North Natomas, and Metro Air Park. Between State Route (SR) 99 and Powerline Road, the study area traverses the Greenbriar property, which ~~is under consideration for a large residential development~~ the Sacramento Local Agency Formation Commission approved for annexation into the City of Sacramento in April 2008. The study area was developed in 2002 to be sufficiently broad to encompass the entire range of alternatives under consideration at that time. See Chapter 5, Alternatives, for more information. This study area is also referred to as the “DNA Corridor.””

Draft PEIR page ES-5, top of page, is revised as follows:

“The rate of growth in North Natomas has exceeded City of Sacramento expectations ~~and development activities have not slowed down~~, as evidenced by the development

proposals that continue to be submitted to the City and County, indicating that growth will continue in the DNA Corridor.”

Draft PEIR page ES-5, sixth tick, is revised as follows:

- The Railyards Redevelopment Plan proposes development of the 240-acre Union Pacific Railroad property. The project, approved by the Sacramento City Council in December 2007, would consist of 11,000 homes, 1.3 million square feet of retail, and 2.9 million square feet of office space, hotels, restaurants, entertainment venues, and open space. A light rail stations are is identified in the Plan adjacent to the proposed Sacramento Intermodal Transportation Facility and on 7th Street south of North B Street; and”

Draft PEIR page ES-8, second bullet, is revised as follows:

“**Air Quality Nonattainment Area.** The project would be located in a federally designated nonattainment area for air quality and, therefore, must meet transportation conformity requirements at the regional and project levels. The DNA project would provide a small benefit to the region’s air quality by reducing vehicle miles traveled by approximately ~~one~~ 0.02 percent as compared to future conditions.”

Draft PEIR page ES-11, Section ES 3.1, first paragraph is revised as follows:

“The alignment would originate at 7th and H Streets, adding a second track parallel to the existing Gold Line. Heading west on H Street, the DNA line would then loop north along on the west east side of the intermodal site, west of the proposed extension of 5th Street to the relocated Sacramento Valley Station (part of the future Intermodal Facility)¹.”

Draft PEIR page ES-11, Section ES 3.1, second paragraph is revised as follows:

“Continuing ~~north east~~, the loop would then connect to a future extension of F Street and continue north along 7th Street, operating through the existing 7th Street undercrossing of the Union Pacific Railroad. From this point north, the alignment would continue to follow North 7th Street to Richards Boulevard. At North 7th Street and Richards Boulevard, the alignment would cross Richards Boulevard and turn to the west to follow a semi-exclusive guideway on the north side of the street.”

Draft PEIR page ES-17, Table ES 1 is revised as follows:

Table ES 1 Capital Costs for DNA Project (Millions of 2006\$)					
Scenario	Construction Costs	Vehicles	Right-of-Way	Final Engineering, Construction Management, Project Reserve	Total Costs
DNA Project	392.9	106.9	68.2	217.3	785.3
<u>MOS-1</u>	<u>20.8</u>	<u>0</u>	<u>5.8</u>	<u>10.8</u>	<u>37.4</u>

Draft PEIR, page ES-26, Section ES 9, is revised as follows:

~~“Despite strong community support for the project, t~~The complexity and financial investment involved in building ~~it~~ the DNA project will require RT to strategically phase the construction of the DNA project, hence the development of MOS-1. Significant development proposals in the Railyards and Richards Boulevard area are poised to begin construction, all of which anticipate light rail stations adjacent to their developments. Ideally, these projects along with the DNA line should be implemented in the same timeframe. In addition, a statewide ballot measure was approved by voters in November 2006 that will provide RT with additional funds for continuing DNA project development, but not construction.”

Draft PEIR page ES-27, third bullet, is revised as follows:

“The City of Sacramento has approved the construction of an 810,000-square-foot office complex on the northeast corner of Richards Boulevard and North 7th Street, an easy two-to-three minute walking distance from the proposed Richards Boulevard Station. A ~~three~~ six to eight level parking structure would be built that could also provide some RT station parking.”

Draft PEIR page ES-27, fifth bullet, is revised as follows:

“In the summer of 2005, the City of Sacramento circulated a Notice of Preparation of a Draft Environmental Impact Report for the proposed Greenbriar Project. The Sacramento Local Agency Formation Commission approved Greenbriar for annexation into the City of Sacramento in April 2008. Should this project proceed and be built, it will provide RT with potential system users, dedicated property for the LRT alignment and \$2.2 million in developer funds to build a new rail station and Park-and-Ride lot.”

Draft PEIR, Table ES-6 is revised as follows:

Refer to page ES-28 of the Executive Summary of the Attachment for revised Table ES-6

4.2.3 Chapter 1

Draft PEIR page 1-2, Section 1.2, is revised as follows:

“The DNA study area, shown on Figure 1.2-1, extends 12.8 miles from 7th and H Streets in Downtown Sacramento to the Sacramento International Airport and includes the communities of Alkali Flat, South Natomas, North Natomas, and Metro Air Park. Between State Route (SR) 99 and Powerline Road, the study area traverses the Greenbriar property, which is under consideration for a large residential development the Sacramento Local Agency Formation Commission approved for annexation into the City of Sacramento in April 2008. The study area was developed in 2002 to be sufficiently broad to encompass the entire range of alternatives under consideration at that time. See Chapter 5, Alternatives, for more information. This study area is also referred to as the “DNA Corridor.””

Draft PEIR page 1-9, first bullet, is revised as follows:

“Population estimates completed for the Corridor indicate that the study area population will increase at an annual compounded growth rate of ~~2.3~~ 3 percent from 2000 to 2025~~7~~, compared to 1.4 percent for the City of Sacramento, and ~~4.3~~ 2 percent for the County of Sacramento.”

Draft PEIR page 1-10, first bullet, is revised as follows:

“The *Railyards Redevelopment Plan* proposes development of the 240-acre Union Pacific Railroad property. As proposed, the project would consist of 11,000 homes, 1.3 million square feet of retail, and 2.9 million square feet of office space, hotels, restaurants, entertainment venues, and open space. A ~~light rail stations~~ are is identified in the Plan adjacent to the proposed Sacramento Intermodal Transportation Facility and on 7th Street adjacent to the residential development and the community facilities development. The Railyards Redevelopment Plan was approved by the City Council in December 2007.”

Draft PEIR page 1-10, fourth bullet, is revised as follows:

“Greenbriar is a proposal to build a new residential and commercial development project on 577 acres between Metro Air Park and SR 99. The Sacramento Local Agency Formation Commission approved Greenbriar for annexation into the City of Sacramento in April 2008. This project would include 3,500 high-, medium-, and low-density homes; 50 acres of commercial development; and a light rail station at the southern edge of the development.”

Draft PEIR page 1-11, second paragraph, is revised as follows:

“Also in 2004, the City of Sacramento ~~adopted plans for construction~~ approved a concept design for of the new Intermodal Facility within the Railyards to provide connections for local and express bus and light rail services, intercity buses, the Capitol Corridor commuter rail, and Amtrak. Currently, the Capitol Corridor passenger train service provides 32 trains daily between Sacramento and the San Francisco Bay Area. It is the third busiest Amtrak-provided route in the nation with nearly 1.3 million annual riders, a figure that has tripled within the past seven years. The Intermodal Facility incorporates the future DNA light rail alignment and station.”

4.2.4 Chapter 2

Draft PEIR page 2-1, Section 2.2, first paragraph, is revised as follows:

“The alignment would originate at 7th and H Streets, adding a second track to the north and parallel to the existing Gold Line. Heading west on H Street, the DNA line would then loop north along the west side of the proposed extension of 5th Street to the relocated Sacramento Valley Station (part of the future Intermodal Facility)¹. It should be noted that as part of the relocation of the Sacramento Valley Station, RT would be responsible for funding construction of one-half of the station platform and improvements, with the City of Sacramento to pay for the remaining construction.”

Draft PEIR page 2-2, second paragraph is revised as follows:

“Continuing ~~north east~~, the loop would then connect to a future extension of F Street and continue north along 7th Street, operating through the existing 7th Street undercrossing of the Union Pacific Railroad. From this point north, the alignment would continue to follow North 7th Street to Richards Boulevard. At North 7th Street and Richards Boulevard, the alignment would cross Richards Boulevard and turn to the west to follow a semi-exclusive guideway on the north side of the street.”

Draft PEIR page 2-8, Table 2.3-1, #2, #9, and #10, are revised as follows:

Stations	Station Location (Park-and-Ride Lot Location)	Park-and-Ride Spaces
1. 7th and H Streets	North side of H Street between 7th and 8th Streets	0
2. Sacramento Valley Station (Amtrak)	West of <u>On</u> 5th Street between G and H Streets	0
3. Railyards	Along North 7th Street south of North B Street	0
4. Richards Boulevard at North 7th Street	Northwest corner of North 7th Street and Richards Boulevard	0
5. West El Camino Avenue	Intersection of West El Camino Avenue and Truxel Road, platform located south of the intersection (A parking structure would be built on the southwest corner of West El Camino Avenue and Truxel Road and assumes acquisition of the existing shopping center property. Options include either a parking structure south of the shopping center at Mill Creek Drive or surface parking lots provided at both locations.)	410
6. Pebblestone Way	Intersection of Pebblestone Way and Truxel Road (Existing shared parking at Natomas Community Center parking lot)	140
7. San Juan Road	Northeast corner of San Juan Road and Truxel Road (Parking on west side of Truxel Road, north of Vallarta Circle)	200 ^a
8. Gateway Park/Natomas Marketplace	Northeast corner of Gateway Park Boulevard and Truxel Road (Parking would be provided at two sites: at-grade parking at Natomas Marketplace west of Truxel Road, and at a structured parking facility at the Promenade at Natomas east of Truxel Road)	1,130 ^b
9. Arena Boulevard	Southeast west corner of Arena Boulevard and Truxel Road	0
10. ARCO Arena (just south of the Arena entrance)	Southeast west corner of Arena East Entrance Road and Truxel Road, with an optional spur track to serve special events. (Shared parking at Arena parking lot)	250
11. East Town Center	Northwest corner of Natomas Boulevard and Del Paso Road (Shared parking at Park Place Shopping Center)	90

Table 2.3-1 Stations Proposed for the DNA Project		
Stations	Station Location (Park-and-Ride Lot Location)	Park-and-Ride Spaces
12. North Natomas Town Center	New Market Drive east of Town Center Drive	0
13. Club Center Drive/ North Village Center	East Commerce Parkway and Club Center Drive (Parking at new commercial center, obtained through Irrevocable Offers of Dedication [IODs])	40
14. Airport	New terminal building proposed by the Airport to be built south of the existing parking lot between Terminals A and B	0
Optional Stations		
15. Sequoia Pacific Boulevard at Richards Boulevard	North of Richards Boulevard along the railroad spur west of Sequoia Pacific Boulevard	0
16. Commerce Parkway	Along Commerce Parkway at North Park Drive	0
17. Greenbriar	Along Meister Way in the Greenbriar development (Parking at Meister Way adjacent to station)	50 ^c
18. Metro Air Park	At the intersection of Metro Air Parkway and Meister Way (Parking at Meister Way adjacent to station)	250 ^c
19. Airport-South Station	Just south of Crossfield Drive	0
Source: Based on 2006 modeling output.		
Notes:		
^a Two acres of the Sonora Springs development project have been dedicated for a future Park-and-Ride facility		
^b A Condition of Approval for the Promenade at Natomas requires that acreage for surface parking be made available to RT for 350 Park-and-Ride spaces. A parking structure would need to be built to accommodate additional parking.		
^c Park-and-Ride spaces for optional stations were not included in the total Park-and-Ride requirements for each alternative.		

Draft PEIR page 2-12, third paragraph is revised as follows:

“For MOS-1, the alignment would begin at 7th and H Streets running north on 7th Street to F Street. This alignment is the same as the emergency courthouse by-pass described above that would be built along 7th Street to by-pass the loop that passes by the Federal Courthouse, and would remain in service with full implementation of the DNA project for periods when use of the by-pass is requested by the U.S. District Court. North of F Street, the alignment would continue on 7th Street to just north of the Union Pacific overcrossing. At this point, the alignment would follow North 7th Street. The construction of a Railyards station under MOS-1 would be deferred to correspond with development of the Railyards project. At Richards Boulevard, the alignment would turn west on an exclusive right-of-way on the north side of Richards Boulevard, ending at a station on Richards Boulevard and North 7th Street. The MOS-1 alignment is shown on Figure 2.7-1.”

Draft PEIR page 2-17, Table 2.8-1 is revised as follows:

Scenario	Construction Costs	Vehicles	Right-of-Way	Final Engineering, Construction Management, Project Reserve	Total Costs
DNA Project	392.9	106.9	68.2	217.3	785.3
MOS-1	<u>20.8</u>	<u>0</u>	<u>5.8</u>	<u>10.8</u>	<u>37.4</u>

4.2.5 Chapter 3

Draft PEIR page 3-3, Figure 3.2-1 is revised.

Refer to page 3-3 of Chapter 3.0 of the Attachment for revised Figure 3.2-1

Draft PEIR page 3-46, second paragraph is revised as follows:

“In terms of future ridership potential, a change in arena location to the Downtown area would most likely cause a net difference and a separate study would need to be conducted. However, for the purpose of this document, transit ridership was forecasted with the assumption of ARCO Arena located in ~~South~~ North Natomas.”

Draft PEIR page 3-51, second bullet is revised as follows:

~~“Construction of an elevated Northgate Boulevard and wWidening of Northgate Boulevard the roadway between Garden Highway and SR 160;”~~

~~“Elevating Northgate Boulevard and wWidening to four lanes Northgate Boulevard the roadway between Garden Highway and SR 160;”~~

Draft PEIR page 3-54 is revised as follows:

“Garden Highway/Truxel Road Intersection During PM Peak Hour

Under future no-project conditions, ~~this the~~ the intersection of Garden Highway and Truxel Road would operate at LOS “E” conditions in the PM peak hour (Table 3.8-8). The DNA project would increase the average vehicle delay by more than 5 seconds and result in LOS “F” conditions in the PM peak hour (Table 3.8-8), causing a worsening of level of service resulting in a potentially significant impact (Impact TRAN-8).”

Draft PEIR page 3-81 is revised as follows:

“Gateway Park Boulevard/Truxel Road Intersection During AM Peak Hour

Under future no-project conditions, ~~this~~ the intersection of Gateway Park Boulevard and Truxel Road would operate at LOS “C” during the AM peak hour (Table 3.8-6). The DNA project would increase delay and degrade traffic operations to LOS “D” or “E” conditions during the AM peak hour (Table 3.8-8), causing a worsening of level of service (Impact TRAN-9). This would result in a potentially significant impact.

Gateway Park Boulevard/Truxel Road Intersection During PM Peak Hour

Under future no-project conditions, ~~this~~ the intersection of Gateway Park Boulevard and Truxel Road would operate at LOS “D” during the PM peak hour (Table 3.8-7). The DNA project would increase the average vehicle delay by more than 5 seconds and result in LOS “E” condition during the PM peak hour (Table 3.8-8), causing a worsening of level of service (Impact TRAN-10). This would be a potentially significant impact.

Natomas Crossing/Truxel Road Intersection During AM Peak Hour

Under future no-project conditions, ~~this~~ the intersection of Natomas Crossing and Truxel Road would operate at LOS “C” during the AM peak hour (Table 3.8-6). The DNA project would increase delay and degrade traffic operations to LOS “D” conditions during the AM peak hour (Table 3.8-6), causing a worsening of level of service (Impact TRAN-11). This would be a potentially significant impact.

Del Paso/Truxel Road Intersection During AM Peak Hour

Under future no-project conditions, ~~this~~ the intersection of Del Paso Road and Truxel Road would operate at LOS “C” during the AM peak hour (Table 3.8-6). The DNA project would increase delay and degrade traffic operations to LOS “D” conditions during the AM peak hour (Table 3.8-6), causing a worsening of level of service (Impact TRAN-12). This would be a potentially significant impact.

Gateway Park/Del Paso Intersection During PM Peak Hour

Under future no-project conditions, ~~this~~ the intersection of Gateway Park Boulevard and Del Paso Road would operate at LOS “D” during the PM peak hour (Table 3.8-7). The DNA project would increase the average vehicle delay by more than 5 seconds and result in LOS “E” conditions during the PM peak hour (Table 3.8-7), causing a worsening of level of service (Impact TRAN-13). This would be a potentially significant impact.

5th/H Intersection During AM Peak Hour

Under future no-project conditions, ~~this~~ the intersection of 5th Street and H Street would operate at LOS “D” during the AM peak hour (Table 3.8-6). The DNA project would increase delay and degrade traffic operations to LOS “E” conditions during the AM peak hour (Table 3.8-6), causing a worsening of level of service (Impact TRAN-14). This would be a potentially significant impact.”

Draft PEIR page 3-82 is revised as follows:

“North 7th/Gateway Intersection During PM Peak Hour

Under future no-project conditions, ~~this~~ the intersection of North 7th Street and Gateway would operate at LOS “C” during the PM peak hour (Table 3.8-7). The DNA project would increase delay and degrade traffic operations to LOS “D” conditions during the PM peak hour (Table 3.8-7), causing a worsening of level of service (Impact TRAN-15). This would be a potentially significant impact.

Draft PEIR page 3-83, Section 3.8.3, is revised as follows:

“Potentially feasible mitigation measures were identified at intersections where changes in LOS were noted. These mitigation measures typically involve widening of one or more approaches to an intersection to accommodate additional turning lanes. In all cases, the proposed mitigation would need to be coordinated with and authorized by the City of Sacramento. RT will be responsible for implementation of the mitigation measures pursuant to the terms, conditions, and provisions of a Project Agreement between RT and the City of Sacramento.”

Draft PEIR page 3-83 is revised as follows:

“Richards Boulevard/I-5 Southbound Ramp During PM Peak Hour (TRAN-4)

Under future (2014) no-project conditions, the Richards Boulevard/I-5 southbound ramp intersection would operate at LOS “C” during the PM peak hour but would degrade to LOS “D” with implementation of MOS-1 (Impact TRAN-4). The southbound approach to this intersection currently has two separate left turn lanes, a right turn lane, and a shared right turn lane. The impact could be mitigated by changing the shared right turn lane to a shared left turn lane for the southbound approach (Mitigation Measure MTRAN-4). RT will be responsible for implementation of Mitigation Measure MTRAN-4 pursuant to the terms, conditions, and provisions of a Project Agreement between RT and the City of Sacramento. Implementation of Mitigation Measure MTRAN-4 would improve the flow of traffic through the intersection and maintain the intersection at LOS C, thus reducing the impact to a less-than-significant level.”

Draft PEIR page 3-84 is revised as follows:

“San Juan Road/Truxel Road Intersection During AM Peak Hour (TRAN-6)

Under future (2027) no-project conditions, the intersection of Truxel Road and San Juan Road would operate at LOS “E” during the AM peak hour. The DNA project would increase delay and degrade traffic operations to LOS “F” conditions during the AM peak hour. The addition of a second westbound right turn lane plus right turn overlap phasing on all approaches would mitigate the LOS impact at this intersection under the DNA project by improving the flow of traffic (Mitigation Measure MTRAN-6 and MTRAN-7). RT will be responsible for implementation of Mitigation Measure MTRAN-6 pursuant to the terms, conditions, and provisions of a Project Agreement between RT and the City of Sacramento. Implementation of Mitigation Measure MTRAN-6 would reduce Impact TRAN-6 to a less-than-significant level.

San Juan Road/Truxel Road Intersection During PM Peak Hour (TRAN-7)

Under future no-project conditions, the intersection of Truxel Road and San Juan Road would operate at LOS “E” during the PM peak hour. The DNA project would increase delay and degrade traffic operations to LOS “F” conditions during the PM peak hour. Mitigation would be the same as described above for the AM peak hour. RT will be responsible for implementation of Mitigation Measure MTRAN-7 pursuant to the terms, conditions, and provisions of a Project Agreement between RT and the City of Sacramento. Implementation of Mitigation Measure MTRAN-7 would reduce Impact TRAN-7 to a less-than-significant level.

Garden Highway/Truxel Road Intersection During PM Peak Hour (TRAN-8)

Under future no-project conditions, this intersection would operate at LOS “E” conditions in the PM peak hour. The DNA project would increase the average vehicle delay by more than 5 seconds and result in LOS “F” conditions in the PM peak hour. The *2006 MTP* includes widening of Garden Highway from two to four lanes. It is assumed that when the Garden Highway is widened, a second eastbound left turn lane would be added at the intersection with Truxel Road. The additional delay due to the DNA project would cause an impact that could be mitigated by adding a westbound right turn lane on Garden Highway, which would improve the flow of traffic through the intersection (Mitigation Measure MTRAN-8). RT will be responsible for implementation of Mitigation Measure MTRAN-8 pursuant to the terms, conditions, and provisions of a Project Agreement between RT and the City of Sacramento. Implementation of Mitigation Measure MTRAN-8 would reduce Impact TRAN-8 to a less-than-significant level.

Gateway Park Boulevard/Truxel Road Intersection During AM Peak Hour (TRAN-9)

Under future no-project conditions, this intersection would operate at LOS “C” during the AM peak hour. The DNA project would increase delay and degrade traffic operations to LOS “D” or “E” conditions during the AM peak hour. To mitigate this impact, a “free” right turn lane for northbound traffic should be provided by widening Gateway Park Boulevard (along its southeast side, east of Truxel Road) so that northbound right turns can turn into their own lane and travel a couple hundred feet before this added “receiving” lane tapers and vehicles must merge with through traffic on Gateway Park Boulevard (Mitigation Measures MTRAN-9 and MTRAN-10). RT will be responsible for implementation of Mitigation Measure MTRAN-9 pursuant to the terms, conditions, and provisions of a Project Agreement between RT and the City of Sacramento. Implementation of Mitigation Measure MTRAN-9 would reduce Impact TRAN-9 to a less-than-significant level.”

Draft PEIR page 3-85 is revised as follows:

“Gateway Park Boulevard/Truxel Road Intersection During PM Peak Hour (TRAN-10)

Under future no-project conditions, this intersection would operate at LOS “D” during the PM peak hour. The DNA project would increase the average vehicle delay by more than 5 seconds and result in LOS “E” condition during the PM peak hour.

Mitigation would be the same as described above for the AM peak hour. RT will be responsible for implementation of Mitigation Measure MTRAN-10 pursuant to the terms, conditions, and provisions of a Project Agreement between RT and the City of Sacramento. Implementation of Mitigation Measure MTRAN-10 would reduce Impact TRAN-10 to a less-than-significant level.

Natomas Crossing/Truxel Road Intersection During AM Peak Hour (TRAN-11)

Under future no-project conditions, this intersection would operate at LOS “C” during the AM peak hour. The DNA project would increase delay and degrade traffic operations to LOS “D” conditions during the AM peak hour. A right turn overlap phasing on the southbound and eastbound approaches would mitigate the impact at this intersection (Mitigation Measure MTRAN-11). RT will be responsible for implementation of Mitigation Measure MTRAN-11 pursuant to the terms, conditions, and provisions of a Project Agreement between RT and the City of Sacramento. Implementation of Mitigation Measure MTRAN-11 would reduce Impact TRAN-11 to a less-than-significant level.

Del Paso/Truxel Road Intersection During AM Peak Hour (TRAN-12)

Under future no-project conditions, this intersection would operate at LOS “C” during the AM peak hour. The DNA project would increase delay and degrade traffic operations to LOS “D” conditions during the AM peak hour. The LOS impact could be mitigated by providing a “free” right turn lane for southbound traffic merging into Del Paso Road (Mitigation Measure MTRAN-12). RT will be responsible for implementation of Mitigation Measure MTRAN-12 pursuant to the terms, conditions, and provisions of a Project Agreement between RT and the City of Sacramento. Implementation of Mitigation Measure MTRAN-12 would reduce Impact TRAN-12 to a less-than-significant level.

Gateway Park/Del Paso Intersection During PM Peak Hour (TRAN-13)

Under future no-project conditions, this intersection would operate at LOS “D” during the PM peak hour. The DNA project would increase the average vehicle delay by more than 5 seconds and result in LOS “E” conditions during the PM peak hour. A right turn overlap phasing on the northbound approach would mitigate the LOS impact at this intersection (Mitigation Measure MTRAN-13). RT will be responsible for implementation of Mitigation Measure MTRAN-13 pursuant to the terms, conditions, and provisions of a Project Agreement between RT and the City of Sacramento. Implementation of Mitigation Measure MTRAN-13 would reduce Impact TRAN-13 to a less-than-significant level.”

Draft PEIR page 3-86 is revised as follows:

“5th/H Intersection During AM Peak Hour (TRAN-14)

Under future no-project conditions, this intersection would operate at LOS “D” during the AM peak hour. The DNA project would increase delay and degrade traffic operations to LOS “E” conditions during the AM peak hour. The southbound approach to this intersection currently has a separate left turn lane. The LOS impact could be mitigated by changing the separate left turn lane to a shared left lane for the

southbound approach (Mitigation Measure MTRAN-14). RT will be responsible for implementation of Mitigation Measure MTRAN-14 pursuant to the terms, conditions, and provisions of a Project Agreement between RT and the City of Sacramento. Implementation of Mitigation Measure MTRAN-14 would reduce Impact TRAN-14 to a less-than-significant level.

North 7th/Gateway Intersection During PM Peak Hour (TRAN-15)

Under future no-project conditions, this intersection would operate at LOS “C” during the PM peak hour. The DNA project would increase delay and degrade traffic operations to LOS “D” conditions during the PM peak hour. The LOS impact of the DNA project could be mitigated by adding a westbound through lane on Gateway (Mitigation Measure MTRAN-15). RT will be responsible for implementation of Mitigation Measure MTRAN-15 pursuant to the terms, conditions, and provisions of a Project Agreement between RT and the City of Sacramento. Implementation of Mitigation Measure MTRAN-15 would reduce Impact TRAN-15 to a less-than-significant level.”

4.2.6 Chapter 4

Section 4.2

Draft PEIR, Figures 4.2-1, 4.2-2, 4.2-3, and 4.2-4, pages 4.2-3, 4.2-7, 4.2-9, and 4.2-11, respectively, are revised.

Refer to pages 4.2-3, 4.2-7, 4.2-9, and 4.2-11 of Section 4.2 of the Attachment for revised Figures 4.2-1, 4.2-2, 4.2-3, and 4.2-4, respectively

Draft PEIR page 4.2-5, second paragraph, is revised as follows:

“The American River travels through the southern part of the DNA project study area. It is bordered on both sides by levees that prevent high flows from flooding the Downtown area (to the south) and South Natomas (to the north). Contained within the levees is the waterway; and flood channel; American River Parkway, which that includes Discovery Park, bicycle and nature trails, natural areas of riparian vegetation; and the adjacent Bannon Slough (which parallels the American River adjacent to Garden Highway). The south side levee is planned by the County for use as a multipurpose trail for vehicle maintenance access and non-vehicular park users. ~~The Sacramento County Department of Regional Parks, Recreation, and Open Space~~ is responsible for managing and maintaining the majority of this area. Parks are discussed in more detail in Section 4.9, Parklands.”

Section 4.4

Draft PEIR page 4.4-9, fifth paragraph, is revised as follows:

“The neighborhoods of North Natomas have undergone considerable growth since the late 1990s. These neighborhoods are generally characterized by new suburban development, regional commercial centers, suburban office parks, and ARCO Arena. Much of the new residential development in the Sacramento area has occurred in

North Natomas. Multiple active neighborhood associations exist in the area, including the Natomas Community Association serving both North and South Natomas.”

Section 4.8

Draft PEIR page 4.8-12, mitigation measure MCUL-7, is revised as follows:

“In addition, because of the relative proximity of the DNA Corridor to the prehistoric and protohistoric village site CA-SAC-26, and the high probability of encountering archeological resources during construction south of the American River, construction of the Truxel Road river crossing and the MOS-1 phase of the project has the potential to affect CA-SAC-26 sensitive resources. For these areas, RT shall implement the following mitigation measures (MCUL-7).

- Monitoring by a qualified archeologist during construction activity affecting previously undisturbed soils.
- Coordination with the Native American community for construction monitoring in sensitive areas.
- Installation of proper fencing, signage, and site security to prevent adverse effects or vandalism to sensitive areas.

Other phases of the DNA project also might warrant a higher level of mitigation than provided by MCUL-6. RT will consider the application of MCUL-7 to other project areas during future project-level analyses.”

Section 4.9

Draft PEIR page 4.9-4, Table 4.9-1, is revised as follows:

44	American River Parkway*	Along the American River	County/ Parkway	120 (in study area)	23 mile (426 4,600) -acres total greenbelt/park nature activities and numerous recreational uses and facilities that support these uses
48	Witter Ranch	North of San Juan e/o Witter Canal	Non City/ Existing	26	Unknown County facility used for <u>interpretative farm programs</u>

Draft PEIR page 4.9-14, first bullet, is revised as follows:

- “Sponsor public design workshops with affected stakeholders and interested members of the public during Preliminary Engineering to encourage context-sensitive bridge and transit station area design that is consistent with Policy 5.7 of the 1985 American River Parkway Plan:

Policy 5.7 Structures that are in the Parkway or visible from the Parkway shall be of design, color, texture and scale that minimizes adverse visual intrusion into the Parkway.

5.7.1 Structures shall be constructed of naturalistic materials which blend with the natural environment.

5.7.2 Colors shall be earth tones, or shall blend with the colors of surrounding vegetation.

5.7.3 Structures may emulate authentic historic design, but shall be unobtrusive.

5.7.4 To the extent possible, structures shall be screened from view by native landscaping or other naturally occurring features.

5.7.5 Structures shall not include any commercial advertising.

5.7.6 Structures shall be located so that neither they, nor activities associated with them, cause damage to native plants or wildlife.

5.7.7 Structures shall be located so that neither they, nor activities associated with them, disrupt the recreational use of the Parkway, and such structures shall be consistent with the goals and policies of this plan.

5.7.8 Structures shall be of fire resistant construction and designed and located in a manner such that adequate emergency services and facilities can be provided."

Draft PEIR page 4.9-19, after third bullet, is revised as follows:

- "Consult with law enforcement staff during the design stage to help ensure that the bridge does not become an attractive nuisance for illegal activities."

Draft PEIR page 4.9-19, fourth bullet, is revised as follows:

"In coordination with Sacramento County ~~Department of Regional Parks, Recreation, and Open Space~~ personnel, prepare a plan defining public safety measures to be implemented during project construction activities within Discovery Park."

Draft PEIR page 4.9-19, fifth bullet, is revised as follows:

"In coordination with Sacramento County ~~Department of Regional Parks, Recreation, and Open Space~~ personnel, prepare a traffic and access management plan that includes the following provisions:..."

Section 4.10

Draft PEIR page 4.10-3, first bullet, is revised as follows:

"Has a greater negative impact on the safety and security of all members of the public, including transit patrons and American River Parkway visitors, than they would otherwise experience in public space;"

Section 4.12

Draft PEIR page 4.12-8, second paragraph, is revised as follows:

“The SMAQMD Roadway Construction Model version 5.1 (screening model) was used to estimate short-term impacts of DNA project construction south of the American River (Appendix F). The screening model only allows input for construction years 2000 through 2010, so it is not applicable to the entire project. Although the construction phases in the screening model do not exactly match the construction phasing described in Section 4.20, it was assumed that the default equipment types, number, and duration contained in the model would be representative of the project. Emissions were calculated using the following model inputs:

- 25 months of construction
- Construction start year 2010
- Project length of 3 miles
- Maximum 10-acres disturbed per day
- 1,000 ft³/day of soil imported
- Operation of water trucks for dust control”

Draft PEIR pages 4.12-17 and 4.12-18 are revised as follows:

“Mitigation Measures

Mitigation measures are summarized below for construction and operation of the DNA project. ~~The Tier 4 emissions standards for offroad engines (model Year 2012) used in construction equipment will become effective during construction of the DNA project south of the American River (MOS-1). Therefore, it is not likely that construction equipment used by the contractor for the DNA project in this area would meet the Tier 4 emission standards.~~

~~However, for construction of the DNA project north of the American River, the contractor would be more likely to have access to construction equipment meeting the Tier 4 emission standards. Therefore, the construction equipment mitigation measures presented below only would apply to MOS-1. For the remainder of the DNA project, it was assumed the contractor would operate equipment with engines meeting the Tier 4 emission standards, and would implement the other relevant mitigation measures listed below for control of opacity and fugitive dust.”~~

Draft PEIR page 4.12-18, first and second bullets, are revised as follows:

“The following mitigation measures, recommended by the SMAQMD, would mitigate the short-term construction impacts of the DNA project to a less-than-significant level (Mitigation MAQ-1):

- The project shall provide a plan for approval by the lead agency and to the SMAQMD demonstrating that the heavy-duty (>50 horsepower) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project-wide fleet average 20 percent NOX reduction and 45 percent particulate reduction compared to the most recent ARB fleet average at time of construction; and the project representative shall submit

to the lead agency and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.

- The project shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and [DERA, City of Sacramento, SMAQMD, etc] shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as site inspections to determine compliance. Nothing in this section shall supersede other SMAQMD or state rules or regulations.

Draft PEIR page 4.12-19, number one under “Equipment” is revised as follows:

~~“Use ultra-low sulfur fuel (\leq 15 ppm) at an incremental cost of \$0.20 to \$0.50 per gallon. Locations where ultra-low sulfur fuel is available in California are available at: <http://ecdiesel.com/business/locator>.”~~

Draft PEIR page 4.12-19, number five under “Equipment” is revised as follows:

“Level 3 Diesel Particulate Filters will be used on all off-road diesel equipment for which the ARB has verified specific control technology. A listing of ARB verified control technologies is available on the ARB website, <http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm>.”

Draft PEIR page 4.12-19, number one under “Administrative”, is revised as follows:

~~“Receipts of ultra-low sulfur fuel purchase and equipment tuning/repair will be kept and made available upon request.”~~

Section 4.14

Draft PEIR page 4.14-9, first paragraph, is revised as follows:

~~“Riparian vegetation would be adversely affected by direct removal of vegetation and by inhibition of tree regeneration due to shading and obstruction by the elevated guideway resulting in a potentially significant impact (Impact BIO-1). A permanent maintenance right-of-way under the guideway would be kept free of vegetation,~~

~~resulting in permanent disturbance of riparian forest and willow cottonwood scrub habitats.”~~

Draft PEIR page 4.14-15, second paragraph, is revised as follows:

“As described above, suitable nesting habitat is present within the American River Parkway, and there is a recorded Swainson’s hawk nest site on the west bank of the Sacramento River near the mouth of the American River. In addition, there are numerous Swainson’s hawk nesting territories within the Natomas Basin. To minimize impacts on Swainson’s hawk nesting associated with construction disturbance to a less-than-significant level, the following mitigation measure will be implemented during all phases of project construction (Mitigation MBO-3):”

Section 4.19

Draft PEIR page 4.19-2, last paragraph, is revised as follows:

“A broad floodplain terrace is located on the north side of the American River, ~~outside~~ within the American River Parkway. As shown on Figure 4.19-2, habitats in this area include dense mature riparian forest, riparian scrub, and ruderal/non-native grassland habitat. A habitat mitigation area on the north side of the American River has been established as mitigation for impacts to federally listed valley elderberry longhorn beetle habitat associated with the USACE levee improvement work along the Sacramento River. This site contains native trees and shrubs.”

Section 4.20

Draft PEIR page 4.20-6, second paragraph, is revised as follows:

“Staging areas would be required for storing construction materials and staging contractor operations. The construction staging areas selected are located in areas that are primarily commercial. For the DNA project area north of the American River, it is envisioned that the areas designated as parking facilities at stations would be used for staging areas. These include the West El Camino Avenue Station, San Juan Road Station, and the ARCO Arena Station. The San Juan Road Station area is located adjacent to residential development that would need to be screened and protected from visual and lighting impacts. Beyond the ARCO Arena, two additional sites have been identified for staging: the Metro Air Park maintenance facility site, and the Airport, at the area south of Crossfield Drive ~~at the location of the old detention lagoons that have now been filled.~~ The Airport site is designated in the Proposed Airport Master Plan Improvements (Long-Term) as commercial and where a future optional station could be constructed when development occurs. These sites would be occupied for 30 months of the 36-month construction period for the DNA project in this area.”

Draft PEIR page 4.20-14, number one under “Equipment” is revised as follows:

~~“Ultra-low sulfur fuel (<15 ppm) will be used in diesel equipment, at an incremental cost of \$0.5 to \$0.20 per gallon. Locations where ultra-low sulfur fuel is available in California are available at <http://ecdiesel.com/business/locator>.”~~

Draft PEIR page 4.20-14, number two under “Equipment” is revised as follows:

“Level 3 Diesel Particulate Filters will be used on all off-road diesel equipment for which the ARB has verified specific control technology. A listing of ARB verified control technologies is available on the ARB website, <http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm>.”

Draft PEIR page 4.20-14, number one under “Administrative”, is revised as follows:

~~“Receipts of ultra-low sulfur fuel purchase and equipment tuning/repair will be kept and made available upon request.”~~

Section 4.21

Draft PEIR page 4.21-4, Table 4.21-1, is revised as follows:

Parkland Resources			
<u>Section 4(f) of the U.S. Department of Transportation Act of 1966</u>	<u>Construction of the new bridge would bisect the American River Parkway and directly affect Discovery Park.</u>	<u>Federal Transit Administration</u>	<u>Submit Section 4(f) evaluation to Department of the Interior and agencies with jurisdiction over Section 4(f) property.</u> <i>Timeframe: TBD based on negotiations with parks interests regarding satisfactory mitigation</i>
<u>Section 6(f) of the Land and Water Conservation Act of 1965</u>	<u>Construction of the new bridge would bisect the American River Parkway and directly affect Discovery Park.</u>	<u>National Park Service; California State Department of Parks and Recreation</u>	<u>Secretary of Interior must approve any conversion of property acquired or developed with assistance under this act.</u> <i>Timeframe: TBD based on negotiations with parks interests regarding satisfactory mitigation</i>

Section 4.22

Draft PEIR page 4.22-3, first bullet, is revised as follows:

~~“**Sacramento International Airport.** An update to ~~t~~the Airport’s Master Plan is currently underway was completed and approved by the Board of Supervisors in 2004. The accompanying EIR was certified by the Board of Supervisors in 2007. In addition, a more detailed Terminal Modernization Program to replace existing Terminal B, including working with RT on the Preliminary Engineering of the on-Airport portion of the light rail alignment. It is expected that medium-term construction projects in the vicinity of planned DNA improvements would likely include expansion of airport terminals, although several other small-scale facility improvements are also likely (Febbo, 2002).”~~

4.2.7 Chapter 5

Draft PEIR page 5-19, Figure 5.4-2, is revised.

Refer to page 5-19 of Chapter 5.0 of the Attachment for revised Figure 5.4-2

Draft PEIR page 5-35, is revised as follows:

“5.5 COMPARISON OF DNA PROJECT AND ALTERNATIVES

Table 5.5-1 compares the environmental consequences associated with the DNA project and the No-Project, TSM, I-5, Hybrid, and BRT alternatives.”

Refer to page 5-36 of Chapter 5.0 of the Attachment for Table 5.5-1

Draft PEIR page 5-35, is revised as follows:

“5.6 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

In addition to the discussion and comparison of a proposed project and the project alternatives, Section 15126.6 of the State CEQA Guidelines requires that an “environmentally superior” alternative be selected and the reasons for such selection be disclosed. In general, the environmentally superior alternative is the one that would be expected to cause the fewest adverse impacts. However, Section 15126.6(e)(2) of the State CEQA Guidelines states that in the case the No-Project Alternative is the environmentally superior alternative, an environmentally superior development alternative must be identified.

The determination of an environmentally superior alternative is based on the consideration of how the alternative fulfills the project objectives and how the alternative either reduces significant, unavoidable impacts or substantially reduces the impacts to the surrounding environment. In consideration of these factors, the I-5 Alternative is selected as the environmentally superior alternative. The I-5 Alternative avoids many of the adverse environmental effects that result from construction and operation of a light rail system in a residential area. Construction and operational impacts such as increases in traffic, noise, and dust would still occur, but would occur farther away from sensitive receptors when compared to the proposed DNA project. All of these impacts would be avoided by adopting the No-Action Alternative. RT is not proposing to select the environmentally superior alternative because avoiding residential areas makes the project less feasible. Projections in Chapter 3.0 indicate that a substantial number of transit patrons will walk to the planned stations along the Truxel alignment, and access to these potential customers is necessary for project success.”

4.2.8 Chapter 9

Draft PEIR page 9-3 is revised as follows:

~~“Febbo, John. 2002. Personal communication between John Febbo, Senior Planner, Sacramento County Department of Airports, and Matt Franck, CH2M HILL, September 24.”~~

Draft PEIR page 9-6 is revised as follows:

~~“Sacramento County. 2003b. Personal communication between George Quinday, Park Maintenance Supervisor, American River Parkway, Sacramento County Department of Regional Parks, Recreation, and Open Space, and Matt Franck, CH2M HILL. January 24.”~~

4.2.9 Appendices

Appendix F

Appendix F: Roadway Construction Model (version 5.1) Run