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## REVISIONS TO THE DRAFT EIR

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The following are minor text changes, additions or modifications made to the Draft EIR for the *West Landing Specific Plan Project*. An explanation of the changes made in response to comments can be found in Chapter 25.

Comments, including the original location in the Draft EIR of the text to be changed, are in *italics*. Deletions are noted by ~~striketrough~~. Additions are underlined.

### CHANGES TO CHAPTER 2: EXECUTIVE SUMMARY

- *Pages 2-5, 2-14 to 2-19k*

*Revisions are made to Table 2.1: Summary of Project Impacts and Mitigation Measures to be consistent with revisions made to specific impacts or mitigation measures as follows:*

*Page 2-10, Impact Air-4 and Impact Air-5 would be renumbered as impact Air-5 and Air-6 and Impact Air-4 and mitigation measure Air-4 would be added, consistent with revisions to page 6-22.*

*Page 2-41, mitigation measure Traf-70 would be revised, consistent with revisions to page 18-69.*

### CHANGES TO CHAPTER 6: AIR QUALITY

- *Page 6-22*

*The following text is hereby added immediately prior to the Railroad Emissions Near Sensitive Receptors sub-header to specify that new sources of toxic emissions would need to complete a health risk assessment.*

#### New Sources of Toxic Air Contaminants

**Impact Air-4: New Sources of TACs.** Due to the mix of uses proposed, it is possible that uses that are considered a source of toxic or hazardous emissions could be

located in proximity to residential or other sensitive uses, potentially posing a health risk.

Due to the mix of uses proposed, it is possible that uses which are considered a source of Toxic Air Contaminants (TAC) could be located in proximity to residential or other sensitive uses.

### **Mitigation Measure**

**Air-4:** **Health Risk Assessment for New Sources.** When a new source of substantial toxic or hazardous emissions is proposed within 1,000 feet of a sensitive use in the WLSP area, a health risk assessment shall be completed and mitigation proposed if necessary to reduce the cancer risk below 10 in one million and the non-carcinogenic hazard index below 1.

*Subsequent impacts Air-4 and Air-5 are hereby renumbered to Air-5 and Air-6 respectively.*

## **CHANGES TO CHAPTER 18: TRANSPORTATION AND CIRCULATION**

- *Page 18-69*

*The following revisions are made to Mitigation Measure Traf-70 to clarify the process for determining appropriate safety enhancements.*

### **Mitigation Measure**

**Traf-70:** **Rail Crossing Safety Enhancement.** Through coordination with the California Public Utilities Commission, the City shall determine the appropriate safety improvements and implement those improvements following California Public Utilities Commission approval to modify a rail crossing. The following improvements are recommended to ~~would~~ reduce the potential adverse impacts on rail safety at the crossings, to which the Project shall make a fair share contribution:

1. Installation of additional warning signage. Install additional warning and regulatory signs and pavement markings per Chapter 8 of the MUTCD, possibly including R15-1 ("2 TRACKS"), R8-8 ("DO NOT STOP ON TRACKS"), R8-10 ("STOP HERE WHEN FLASHING") as applicable.
2. Prohibition of parking within 100 feet of crossings to improve the visibility of warning devices and approaching trains.
3. Installation of pedestrian-specific warning devices and channelization. When improvements are made on Service Road, standard sidewalk treatment should be included to provide continuity from the residential development to the east to the County offices. No other specific pedestrian devices appear to be needed at this time.

- *Page 18-70*

*The following revisions are made to the discussion of Impact Traf-71 to clarify the difference between the queue length and the safety of the crossing.*

**Impact Traf-71: Vehicle Queuing Across Rail Crossings.** The Project's added traffic will incrementally add to the potential for vehicle queues on the westbound approach to Crows Landing Road to extend across the rail crossing on Hatch Road.

For Cumulative plus Project conditions, the Project's added traffic would ~~significantly impact on the increase~~ westbound Hatch Road queue lengths in both peak hours even with the mitigation measures recommended above for the Crows Landing Road/Hatch Road intersection. While No feasible mitigation has been identified to reduce this queue to the length that can be accommodated without extending across the rail crossing, safety improvements can be made to the crossing itself to but the following mitigation would help to reduce the potential for rail-related accidents, as outlined in mitigation measure Traf-70.

However, Taking into account the fact that this rail crossing does not have a history of train-involved collisions, and with the implementation of mitigation measure Traf-70, above, to further increase the safety of this crossing, the Project's impacts on rail safety related to vehicle queuing would be reduced to a *less than significant* level.

## **CHANGES TO APPENDIX F: TRAFFIC STUDY MATERIALS**

*Some figures were included to show lane geometry only, but were incorrectly titled to also refer to volumes. The following revisions are made to the titles of the figures on the following respective pages of Appendix F: 21<sup>st</sup>, 25<sup>th</sup>.*

Existing plus Project Mitigation Lane Geometry ~~& Peak Hour Volume AM(PM)~~

Cumulative plus Project Mitigation Lane Geometry ~~& Peak Hour Volume AM(PM)~~

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