Chapter 2.0 CHANGES TO THE DRAFT EIR

INTRODUCTION

This chapter presents minor corrections and revisions made to the Draft EIR initiated by the Lead Agency (City of Auburn), reviewing agencies, the public, and/or consultants based on their review. New text is indicated in underline and text to be deleted is reflected by a ~~strike through~~ unless otherwise noted in the introduction preceding the text change. Text changes are presented in the page order in which they appear in the Draft EIR.

It should be noted that the changes represent minor clarifications/amplifications of the analysis contained in the Draft EIR and do not constitute substantial new information, in accordance with CEQA Guidelines Section 15088.5.

Chapter 1, Introduction

The text under the third bullet on page 1-3 in Chapter 1, Introduction is revised as follows:

- **California Department of Transportation (Caltrans)** – Caltrans has jurisdiction over state highways and freeways, including Interstate 8~~9~~0, and oversees transportation regulations for hazardous substances in and around the city.

Chapter 3, Project Description

Figure 3-10 (Drainage Improvements) is revised as shown in the Revised Drainage Figure at the end of this chapter.

Section 5.2, Air Quality and Climate Change

The last full paragraph under the Full BRSP discussion on page 5.2-30 is revised as follows:

> As shown in Table 5.2-9, ROG~~,~~ and CO ~~and PM_{10}~~ emissions would remain below Air District thresholds for each individual phase and for those phases of Plan Area 1 and/or 2 that could overlap. However, NO_x and PM_{10} emissions for the Full BRSP would exceed Air District thresholds during several phases, which is considered a ***significant impact***.

The discussion under Plan Area 1 starting on page 5.2-30 is revised as follows:

> **Plan Area 1**
>
> During construction of Plan Area 1, ROG, NO_X, CO, and PM_{10} emissions, as shown in Table 5.2-9, would vary by construction phase. Modeling indicates that construction equipment NO_x emissions would exceed the District's threshold of 82 pounds per day during grading (Phase 1b) and the time during which Phases 1d (Road Construction – Plan Area 1) and 1e (Bridge Construction – Plan Area 1) could be concurrent. PM_{10} emissions would exceed the District's threshold of 82 pounds per day during clearing/grubbing activities.

ROG ~~and PM_{10}~~ emissions would not exceed the District's threshold of 82 pounds per day. CO emissions would not exceed the District's threshold of 550 pounds per day. Construction impacts would be temporary; however, since the model indicates that NO_x and PM_{10} emissions associated with construction activities of Plan Area 1 would exceed the NO_x and PM_{10} threshold**s** of significance, this would be considered a ***significant impact***.

Table 5.2-9 on page 5.3-31 is revised as shown:

TABLE 5.2-9

PROPOSED PROJECT CONSTRUCTION EMISSIONS (UNMITIGATED) IN PEAK POUNDS PER DAY

Plan Area 1	ROG	NO_X	CO	PM_{10}
Phase 1a – Clearing/Grubbing				
Max Daily Emissions	3.97	35.40	18.51	141.45~~73.98~~[1]
Phase 1b – Grading				
Max Daily Emissions	22.22	**194.51**	97.59	68.75~~39.83~~[1]
Phase 1c – Utilities Installation				
Max Daily Emissions	6.26	48.23	27.99	2.81
Phase 1d – Road Construction				
Max Daily Emissions	9.55	72.04	37.77	4.07
Phase 1e – Bridge Construction				
Max Daily Emissions	3.64	31.05	16.67	1.39
Maximum daily concurrent emissions with either Phase 1c or 1d	13.19	**103.09**	54.44	5.46
Phase 1f – Residential Construction				
Max Daily Emissions	12.09	25.23	38.83	1.85
Future Plan Area 2				
Phase 2a – Clearing/Grubbing				
Max Daily Emissions	2.90	22.15	11.87	140.91~~73.44~~[1]
Phase 2b – Grading				
Max Daily Emissions	15.44	**116.64**	68.29	64.93~~36.02~~[1]
Phase 2c – Utilities Installation				
Max Daily Emissions	3.89	25.60	25.99	1.35
Phase 2d – Road Construction				
Max Daily Emissions	6.52	42.23	30.65	2.29
Phase 2e – Bridge Construction				
Max Daily Emissions	2.63	18.85	13.06	0.79
Maximum daily concurrent emissions with either Phase 2c or 2d	9.15	61.08	43.71	3.08
Phase 2f – Residential Construction				
Max Daily Emissions	11.87	16.38	32.29	1.13
Phase 2g – Commercial Construction				
Max Daily Emissions	5.22	8.59	10.60	0.45

Note:
1. Assumes that onsite water trucks would cover the daily grading acreage three times per day for NOx emissions but not for PM_{10} emissions.
Bold text indicates that the threshold is exceeded.

Source: PBS&J, 2009. Calculation sheets are provided in Appendix D.

Table 5.2-9b is added after Table 5.2-9 on page 5.2-31.

TABLE 5.2-9b

PROPOSED PROJECT CONSTRUCTION EMISSIONS (MITIGATED) IN PEAK POUNDS PER DAY

Plan Area 1	ROG	NO_X	CO	PM_{10}
Phase 1a – Clearing/Grubbing				
Max Daily Emissions	3.97	35.40	18.51	73.98[1]
Phase 1b – Grading				
Max Daily Emissions	22.22	**194.51**	97.59	39.83[1]
Phase 1c – Utilities Installation				
Max Daily Emissions	6.26	48.23	27.99	2.81
Phase 1d – Road Construction				
Max Daily Emissions	9.55	72.04	37.77	4.07
Phase 1e – Bridge Construction				
Max Daily Emissions	3.64	31.05	16.67	1.39
Maximum daily concurrent emissions with either Phase 1c or 1d	13.19	**103.09**	54.44	5.46
Phase 1f – Residential Construction				
Max Daily Emissions	12.09	25.23	38.83	1.85
Future Plan Area 2				
Phase 2a – Clearing/Grubbing				
Max Daily Emissions	2.90	22.15	11.87	73.44[1]
Phase 2b – Grading				
Max Daily Emissions	15.44	**116.64**	68.29	36.02[1]
Phase 2c – Utilities Installation				
Max Daily Emissions	3.89	25.60	25.99	1.35
Phase 2d – Road Construction				
Max Daily Emissions	6.52	42.23	30.65	2.29
Phase 2e – Bridge Construction				
Max Daily Emissions	2.63	18.85	13.06	0.79
Maximum daily concurrent emissions with either Phase 2c or 2d	9.15	61.08	43.71	3.08
Phase 2f – Residential Construction				
Max Daily Emissions	11.87	16.38	32.29	1.13
Phase 2g – Commercial Construction				
Max Daily Emissions	5.22	8.59	10.60	0.45

Note:
1. Assumes that onsite water trucks would cover the daily grading acreage three times per day.
Bold text indicates that the threshold is exceeded.
Source: PBS&J, 2009. Calculation sheets are provided in Appendix D.

The first sentence of Mitigation Measure 5.2-1 on page 5.2-32 and in Table 2-1, Summary of Impacts and Mitigation Measures is revised as follows:

5.2-1 a) *The project applicant shall prepare and submit a Construction Emission/Dust Control Plan ~~for each Plan Area~~ to PCAPCD for review prior to issuance of a permit for mass grading. …*

Mitigation Measure 5.2-1 is revised to include the following measure on page 5.2-33 and in Table 2-1, Summary of Impacts and Mitigation Measures:

12) On-site water trucks shall apply water to any and all active grading areas three times per day during grading activities.

Tables 5.2-10 through 5.2-13 on pages 5.2-34 through 5.2-35 are revised as follows:

TABLE 5.2-10

~~PROPOSED PROJECT~~ FULL BRSP DAILY OPERATIONAL EMISSIONS – SUMMER (UNMITIGATED)

PROPOSED PROJECT EMISSIONS				
	Emissions in Pounds per Day			
Emissions Source	**ROG**	**NO_X**	**CO**	**PM_{10}**
Natural Gas	0.59	7.75	3.66	0.01
Landscape Maintenance	1.86	0.14	12.02	0.03
Consumer Products	38.16	--	--	--
Architectural Coatings	7.27	--	--	--
Motor Vehicles	53.51	59.72	573.81	150.26
Maximum Daily Emissions	**101.39**	No	**589.49**	**150.30**
PCAPCD Thresholds (lb/day)	**82**	**82**	**550**	**82**
Significant Impact	**Yes**	No	**Yes**	**Yes**

Note:
It should be noted that operational modeling is consistent with the traffic analysis, which reflects a total buildout of 780 residential units compared to the 725 discussed in the project description. However, as this analysis presents a more conservative analysis, it is considered acceptable. In addition, the modeling data presented in this table reflects the commercial component of the proposed project.

Bold text indicates that the threshold is exceeded.

Source: PBS&J, 2008. Calculation sheets are provided in Appendix D.

TABLE 5.2-11

~~PROPOSED PROJECT~~ FULL BRSP DAILY OPERATIONAL EMISSIONS – WINTER (UNMITIGATED)

PROPOSED PROJECT EMISSIONS				
	Emissions in Pounds per Day			
Emissions Source	**ROG**	**NO_X**	**CO**	**PM_{10}**
Natural Gas	0.59	7.75	3.66	0.01
Hearth (winter)[1]	~~44.82~~23.44	~~6.36~~5.64	~~203.82~~106.98	~~25.40~~13.40
Consumer Products	38.16	--	--	--
Architectural Coatings	7.27	--	--	--
Motor Vehicles	59.24	86.33	630.40	150.26
Maximum Daily Emissions	**~~150.08~~128.70**	**~~100.44~~99.72**	**~~837.88~~741.04**	**~~175.67~~163.67**
PCAPCD Thresholds (lb/day)	**82**	**82**	**550**	**82**
Significant Impact	**Yes**	**Yes**	**Yes**	**Yes**

Notes:
1. Reflects manual calculation of Phase II fireplace assumptions that would be located in ~~5~~100 percent of ~~total~~single-family residential buildout. Emission rates for Phase II fireplaces are based on AP-42 emission rates contained in Table 1.10-1 (Emission Factors for Residential Wood Combustion) of AP-42. Refer to Appendix D for the calculation worksheet.
It should be noted that operational modeling is consistent with the traffic analysis, which reflects a total buildout of 780 residential units compared to the 725 discussed in the project description. However, as this analysis presents a more conservative analysis, it is considered acceptable. In addition, the modeling data presented in this table reflects the commercial component of the proposed project.

Bold text indicates that the threshold is exceeded.

Source: PBS&J, 2008. Calculation sheets are provided in Appendix D.

TABLE 5.2-12

PLAN AREA 1 PROJECTED DAILY OPERATIONAL EMISSIONS – SUMMER (UNMITIGATED)

PROPOSED PROJECT EMISSIONS				
	Emissions in Pounds per Day			
Emissions Source	**ROG**	**NO_X**	**CO**	**PM_{10}**
Natural Gas	0.20	2.63	1.12	0.01
Landscape Maintenance	1.09	0.08	6.90	0.02
Consumer Products	13.21	--	--	--
Architectural Coatings	2~~1~~.71	--	--	--
Motor Vehicles	11.91	12.53	123.62	31.65
Maximum Daily Emissions	**29.12**	**15.24**	**131.64**	**31.68**
PCAPCD Thresholds (lb/day)	**82**	**82**	**550**	**82**
Significant Impact	No	No	No	No

Note:
It should be noted that operational modeling is consistent with the traffic analysis, which reflects a total buildout of 270 residential units.
Bold text indicates that the threshold is exceeded.
Source: PBS&J, 2009. Calculation sheets are provided in Appendix D.

TABLE 5.2-13

PLAN AREA 1 PROJECTED DAILY OPERATIONAL EMISSIONS – WINTER (UNMITIGATED)

PROPOSED PROJECT EMISSIONS				
	Emissions in Pounds per Day			
Emissions Source	**ROG**	**NO_X**	**CO**	**PM_{10}**
Natural Gas	0.20	2.63	1.12	0.01
Hearth (winter)[1]	~~15.52~~13.81	~~2.27~~2.22	~~70.58~~62.82	~~0.30~~7.83
Consumer Products	13.21	--	--	--
Architectural Coatings	2.71	--	--	--
Motor Vehicles	12.46	18.13	133.86	31.65
Maximum Daily Emissions	**~~44.10~~42.39**	**~~23.03~~22.98**	**~~205.56~~197.80**	**~~31.96~~39.49**
PCAPCD Thresholds (lb/day)	**82**	**82**	**550**	**82**
Significant Impact	No	No	No	No

Notes:
1. Reflects manual calculation of Phase II fireplace assumptions that would be located in ~~5~~100 percent of ~~total~~single-family residential buildout. Emission rates for Phase II fireplaces are based on AP-42 emission rates contained in Table 1.10-1 (Emission Factors for Residential Wood Combustion) of AP-42. Refer to Appendix D for the calculation worksheet.
It should be noted that operational modeling is consistent with the traffic analysis, which reflects a total buildout of 270 residential units.
Bold text indicates that the threshold is exceeded.
Source: PBS&J, 2009. Calculation sheets are provided in Appendix D.

Mitigation Measure 5.2-2 on page 5.2-37 and in Table 2-1, Summary of Impacts and Mitigation Measures, is revised as follows:

5.2-2 a) *The following measures shall apply to residential uses:*

~~a~~(1) Open burning of any kind shall be prohibited.

~~b~~(2) The following or equally effective measures shall be incorporated into building plans and/or specifications prior to issuance of building permits for residential uses.

i. Natural gas lines shall be extended to backyards and patio areas for use with outdoor cooking appliances, where gas lines are available.

ii. Electrical outlets shall be installed on the exterior of residential structures to promote the use of electrical landscape equipment.

iii. Energy-conserving features shall be provided as options for home buyers, such as energy star appliances, radiant roof barriers, roofing material and additional insulation.

iv. All heating and cooling units (HVAC) shall have a seasonal energy efficiency rating (SEER) of a minimum of 16 or the SEER required by Title 24, whichever is higher.

v. All residential units within the subdivision shall include, at the builder's discretion, at least one of the following:

- *At least one "tankless" water heater per house, or*
- *Upgraded insulation in all walls and ceilings that exceeds Title 24 requirements in place at the time that the building permit is issued.*

vi. In single-family residences, consistent with Rule 225, only U.S. EPA Phase II certified wood-burning devices shall be allowed. The emission potential from each residence shall not exceed a cumulative total of 7.5 grams per hour for all devices. Masonry fireplaces shall have either an EPA certified Phase II wood burning device or shall be a U.L. Listed Decorative Gas Appliance.

vii. In multifamily units (i.e., condos, townhomes, or other attached units), consistent with Rule 225, only natural gas or propane-fired fireplace appliances shall be installed. Wood burning or pellet appliances shall not be ~~installed~~ permitted in multifamily units.

~~c~~(3) The following or equally effective measures shall apply to commercial uses:

i. All truck loading and unloading docks shall be equipped with one 110/ 208 volt power outlet for every two dock doors.

ii. Diesel trucks shall be prohibited from idling more than five minutes and shall be required to connect to the 110/208 volt power to run any auxiliary equipment. Signage shall be provided.

iii. Commercial uses shall indicate preferential parking spaces for employees that carpool/vanpool/rideshare as required by the Placer County APCD. Such stalls shall be clearly demarcated with appropriate signage.

The last sentence of the second paragraph on page 5.2-39 is revised as follows:

… Due to the distance between the UPRR rail line and I-80, the cancer risks associated with ~~each are not considered additive~~ DPM from I-80 would be small in comparison to risks from the UPRR DPM for the on-site receptors closest to the UPRR rail line.

Mitigation Measure 5.2-7(a) on page 5.2-43 and in Table 2-1, Summary of Impacts and Mitigation Measures, is revised as shown:

> a) *At the time a small lot tentative map or Design Review application is submitted, the City, in coordination with PCAPCD, shall calculate the emissions associated with the land uses to be approved under that particular tentative map or Design Review Permit. …*

The third paragraph under Impact 5.2-9 on page 5.2-44 is revised as follows:

Operational GHG Emissions

The proposed BRSP would also generate GHG during its operation, principally from motor vehicle use, electricity and natural gas consumption, solid waste disposal, and water treatment/distribution. GHG from each of these sources are further explained, below. Table 5.2-19 summarizes the total operational emissions at buildout in CO2 equivalents. As shown in this table, the operation of the proposed project is anticipated to generate approximately 20,~~349~~410 tons per year of CO2e emissions, which is approximately 0.004 percent of California's 2004 emissions (i.e., 487 million tons). The project inventory would be approximately 0.0003 percent of 2006 U.S. emissions (i.e., 7,054 million tons).

Table 5.2-19 on page 5.2-45 is revised as follows:

TABLE 5.2-19

TOTAL CO_2 EQUIVALENT EMISSIONS OF THE PROPOSED PROJECT

Emissions Source	CO_2 Equivalent (Metric Tons/Year)
Motor Vehicles	14,1~~77~~80
Electricity	1,850
Natural Gas	3,107
Solid Waste	1,021
Water	~~19~~4252
Total Annual Emissions	***20,~~349~~410***

Source: PBS&J 2009. Calculation sheets are provided in Appendix ~~E~~D.

The first full paragraph on page 5.2-45 under Impact 5.2-9 is revised as follows:

> CO_2e emissions during operation of the project at full buildout were estimated using URBEMIS 2007 and California Climate Action Registry Protocol (v3.1). Total CO_2e emissions from vehicles would be 14,1~~77~~80 tons per year, based on the 11,040 daily trips anticipated at buildout of the BRSP.

The last full paragraph on page 5.2-46 is revised as follows:

> While not as substantial as the contributions related to mobile sources, electricity, natural gas, and solid waste, the proposed project would contribute GHG emissions related to the distribution and treatment of domestic water supplies to the proposed uses. Based on the annual net increase in water demand of the proposed project (~~106.15 million gallons~~ 442.4

acre-feet per year), estimated annual emissions of GHGs attributable to the proposed project from water supplies would be ~~194~~252 metric tons CO_2e per year.

The last sentence of the first paragraph on page 5.2-51 is revised as follows:

… After buildout, the project would contribute approximately 20,~~349~~410 tons of CO_2e per year.

Mitigation Measure 5.2-9 on page 5.2-51 and in Table 2-1, Summary of Impacts and Mitigation Measures, is revised as follows:

PA2

5.2-9 d) ~~*Concurrent with a request for rezoning for commercial/retail parcels, t*~~*The project proponent for the commercial/retail development shall submit to the City a plan for informing project employees of commute options, transit services, and bike and pedestrian facilities.*

e) ~~*Concurrent with commercial and retail development, the project applicant shall ensure*~~ *The landscape plan shall demonstrate that the tree planting program* ~~*provides*~~ *will achieve 50% tree shading within 15 years to reduce radiation and encourage the reduction of greenhouse gases.*

f) *The project applicant shall submit with the Design Review application an Energy Conservation Plan that would achieve a minimum 15 percent reduction over 2008 Title 24 energy regulations, or that achieves the requirements of the then-current regulations, whichever is more stringent. The Energy Conservation Plan may achieve the reduction through the use of the following or other measures.*

- *Building orientation that takes into consideration circulation patterns, and the timing of sunlight and shade.*
- *Efficient lighting and lighting control measures.*
- *Use of daylight to provide light.*
- *Light colored "cool" roofs.*
- *"Cool" paving materials.*
- *Light emitting diodes (LEDs) for street and other outdoor lighting.*
- *Solar or tankless water heaters.*
- *Energy efficient HVAC systems.*
- *Water-efficient landscaping.*
- *Water-efficient irrigation systems and devices.*
- *Water-efficient fixtures and appliances.*
- *Restricted watering methods.*
- *Low-impact development practices to control stormwater runoff.*

- *Reuse and recycling of construction and demolition waste.*
- *Low and zero-emission vehicles.*

Section 5.6, Hazards, Hazardous Materials, and Public Safety

Mitigation Measure 5.6-2(b) on page 5.6-19 and in Table 2-1, Summary of Impacts and Mitigation Measures, is revised as follows:

b) *Prior to grading, all tailings and waste rock from past mining operations that would be disturbed by the proposed grading permit shall be investigated for the presence of chemical contaminants associated with historic mining activities, and measures shall be identified and implemented to manage hazards that could present a human health or environmental risk. The investigation shall be conducted under the guidance of a registered environmental professional in accordance with the standards established by the California Department of Toxic Substances Control (DTSC) in its Preliminary Endangerment Assessment Guidance Manual ("PEA Guidance Manual" latest edition) and/or the Abandoned Mine Lands Preliminary Assessment Handbook ("AML Handbook" latest edition), or equally effective method(s), whichever are determined appropriate by the investigator. The results of the already completed Phase One and Phase Two environmental site assessments prepared by Engeo may used to provide background information regarding the likely nature and sources of contaminants but shall not be used as a substitute for this investigation, nor shall the conclusions regarding potential health risks based upon comparisons to California Human Health Screening Levels (CHHSL) be used as a substitute for a health risk assessment, if it is determined through implementation of Mitigation Measure 5.6-2(d) that a quantitative risk assessment is needed, unless the investigator determines such a comparison is appropriate and provides supporting evidence for that conclusion. All investigations, work plan development and implementation, health risk assessment (if required), remediation (if required), and post-remediation reporting and site controls (if required) identified in Mitigation Measures 5.6-2(b) through 5.6-2(l) shall be subject to DTSC oversight.*

Mitigation Measure 5.6-2(g) on page 5.6-20 and in Table 2-1, Summary of Impacts and Mitigation Measures is revised as follows.

g) *The Soil Management Plan shall be prepared by a ~~qualified~~ registered environmental professional prior to development at any location in the historic mining areas that would be disturbed by site development (including unoccupied park and open space areas subject to Fire Management Plan earthwork) that: (1) identifies the contaminants of concern and the potential risk each contaminant would pose to human health and the environment during construction and post-development; (2) establishes site-specific*

cleanup levels for COCs based on site-specific data; and ~~(2)~~ (3) describes measures to be taken to protect workers and the public from exposure to potential site hazards. Such measures could include a range of options, including, but not limited to, physical site controls during construction, soil management, remediation, long-term monitoring, post-development maintenance or access limitations, financial assurances for long-term monitoring and maintenance, if needed, or some combination thereof. Physical controls can be a combination of removal and placement of contaminated soils in deeper fills, placement of an appropriate fill cap, or equally effective measures determined by the preparer of the Soil Management Plan.

Section 5.7, Hydrology and Water Quality

Figure 5.7-4 (Drainage Improvements) is revised as shown in the Revised Drainage Figure at the end of this chapter.

Section 5.11, Transportation and Circulation

Table 5.11-13 on page 5.11-29 of the Draft EIR is shown as below.

TABLE 5.11-13

TRIP GENERATION RATES OR EQUATIONS FOR FULL PROJECT[1]

ITE Code	Land Use	Size (x)[2]	Weekday Trips	Weekday AM Peak	Weekday PM Peak
210	Low-Density Residential (Single Family Detached Housing)	200 DU[3]	=exp(0.92*ln(x)+2.71)	=0.7*x+9.74	=exp(0.9*ln(x)+0.51)
233	Medium-Density Residential[4] (Luxury Condominium/ Townhouse)	150 DU	=exp(0.85*ln(x)+2.46)	=exp(0.76*ln(x)+0.54)	=0.78*x-25.38
230	High-Density Residential (Condominium/Townhouse)	430 DU	=exp(0.85~~7~~*ln(x)+2.46)	=0.44*x	=0.52*x
820	Village Retail/Business Professional (Shopping Center)	90 ksf[5]	=exp(0.65*ln(x)+5.83)	=1.00*x	=exp(0.67*ln(x)+3.37)

Notes:
1. Trip generation rates are based on ITE Trip Generation Manual, 8th Edition (2008).
2. x = represents the size of the land use for which trips are being calculated.
3. DU = Dwelling Units
4. The ITE Trip Generation Manual, 8th Edition (2008) does not contain a trip generation rate or equation to calculate the total number weekday trips associated with Land Use 233; therefore, the weekday trip generation equation for Land Use 230 was applied to calculate the number of weekday
5. trips.ksf = 1,000 sf

Source: Kittelson & Associates, Inc., 2009.

The mitigation identified in Tables 5.11-31 and 5.11-34 on pages 5.11-60 and 5.11-66 are revised to read:

TABLE 5.11-31

NEWCASTLE/I-80 WB ON/OFF RAMPS (INTERSECTION #1) UNDER EXISTING AND POST MITIGATION CONDITIONS

Intersection	Existing Conditions AM	Existing Conditions PM	Existing Plus Full Project AM	Existing Plus Full Project PM	Mitigation	Existing Plus Full Project Mitigated AM	Existing Plus Full Project Mitigated PM
Newcastle/I-80 WB On/Off Ramps (Intersection #1)	C	B	D	C	Traffic Signal or Other Appropriate Improvement	C	B

Source: Kittelson & Associates, Inc., 2009.

TABLE 5.11-34

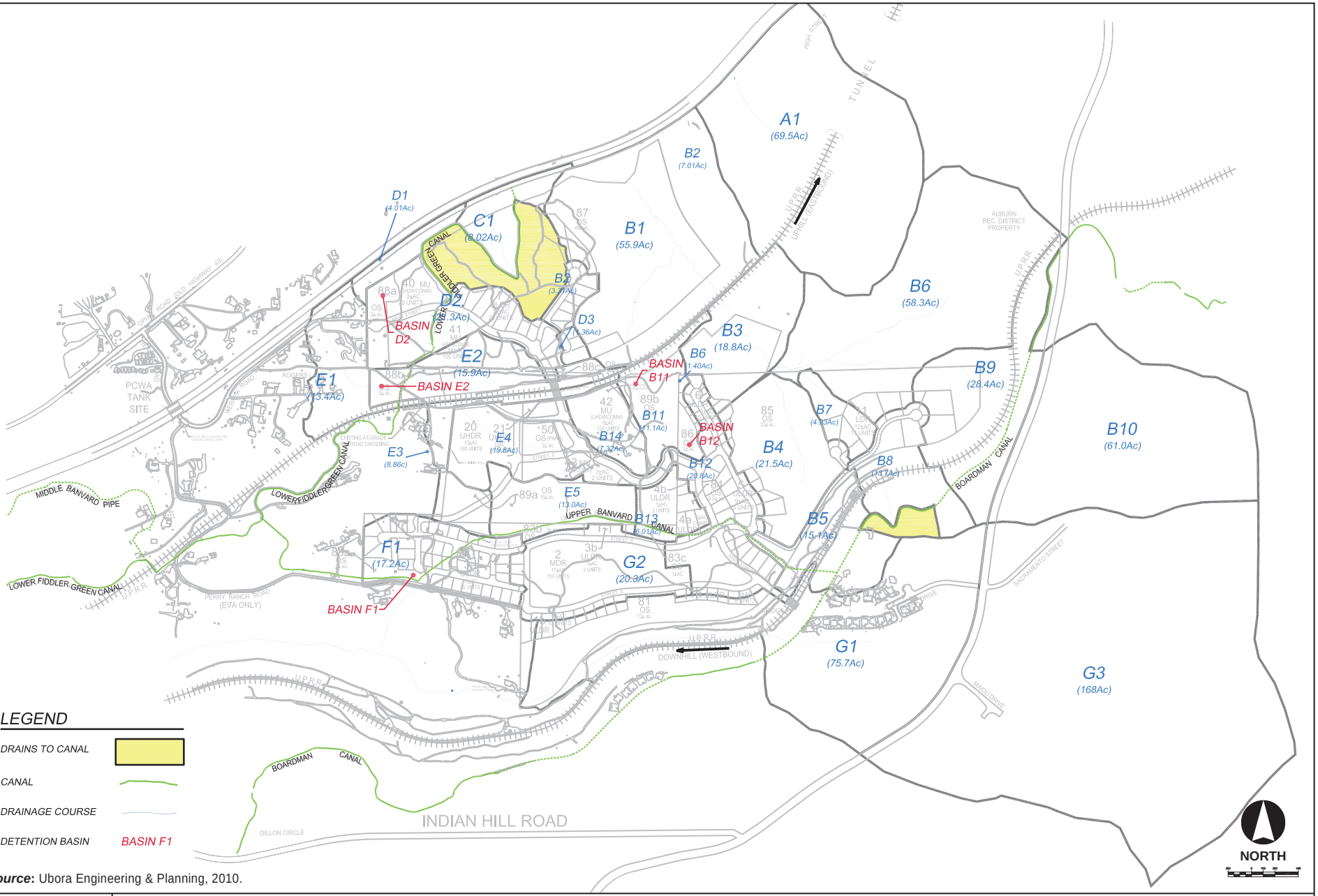
NEWCASTLE/I-80 WB ON/OFF RAMPS (INTERSECTION #1) UNDER CUMULATIVE AND POST MITIGATION CONDITIONS

Intersection	Cumulative w/o Project AM	Cumulative w/o Project PM	Cumulative with Plan Areas 1 and 2 AM	Cumulative with Plan Areas 1 and 2 PM	Mitigation	Cumulative with Plan Areas 1 and 2 Mitigated AM	Cumulative with Plan Areas 1 and 2 Mitigated PM
Newcastle/I-80 WB On/ Off Ramps (Intersection #1)[1]	D	D	F	E	Install Traffic Signal or Other Appropriate Improvement	C	B

Notes:
1. Mitigation strategies identified for Cumulative with Project scenario are the same identified for the Existing Plus Project scenario.

Appendix D

Changes to Appendix D are shown in the appendix to this Final EIR. The summary sheet has been amended to remove "REF#" and is included in revised Appendix D in the Appendix to this Final EIR. The URBEMIS Model Results have also been revised. The hand drawn figure of sensitive receptors is replaced with a more formal Figure 1.



***Source*:** Ubora Engineering & Planning, 2010.

PBS&J

Revised Drainage Improvements

100007145

Baltimore Ravine Specific Plan and Study Areas