

# Errata # 2, Which Modifies the November 2012 Recirculated Draft EIR (Vol. 3 of the Delta Plan Program EIR) as of and posted on Council website May 9, 2013

**NOTE TO REVIEWER:**

These errata include minor edits and corrections to the Recirculated Draft Program Environmental Impact Report (found in Vol. 3 of the Delta Plan Program EIR). These revisions do not result in new significant environmental impacts, do not constitute new information, and do not alter the conclusions of the environmental analysis.

Page Number	Line(s)	Recirculated Draft PEIR Text	Revised Text/Change	Date Revised
ES-52		Measure 14-4: • Avoid creating hazardous wildlife attractants within a distance of 10,000 feet of an Airport Operations Area. • Maintain a distance of 5 statute miles between the farthest edge of the Airport Operations Area and hazardous wildlife attractants.	<del>Measure 14-4:                      ← Avoid creating hazardous wildlife attractants within a distance of 10,000 feet of an Airport Operations Area.                      ← Maintain a distance of 5 statute miles between the farthest edge of the Airport Operations Area and hazardous wildlife attractants.</del> <sup>1</sup>	May 9, 2013

<sup>1</sup> This mitigation measure 14-4 is mitigation for potential hazards related to airports. It was incorrectly listed in the Executive Summary Table ES-1 as being applicable to potential hazards related to schools. The appropriate mitigation related to schools is measures 14-1 and 14-2, which are also listed in Table ES-1 (pg. ES-52) and are unchanged by this Errata. The appropriate mitigation related to airports is measure 14-4 which is listed in Table ES-1 (pg. ES-52) as applicable to airport Impact 14-5 and is unchanged by this Errata. This change merely corrects a typographical error.

22-14	29-34	These impacts could be significant. The hazardous materials impacts of the Revised Project (i.e., Impacts 14-1a – 14-1e, 14-2a – 14-2e, 14-5a – 14-5e, and 14-6a – 14-6e) could constitute a cumulatively considerable contribution to this significant cumulative impact. Mitigation measures similar to Mitigation Measures 14-1, 14-2, and 14-3 should be considered for these other actions as well as the Revised Project.	These impacts could be significant. The hazardous materials impacts of the Revised Project (i.e., Impacts 14-1a – 14-1e, 14-2a – 14-2e, <del>14-5a – 14-5e, and 14-6a – 14-6e</del> and <u>14-4a-14-4e</u> ) could constitute a cumulatively considerable contribution to this significant cumulative impact. Mitigation measures similar to Mitigation Measures 14-1, <del>and 14-2, and 14-3</del> should be considered for these other actions as well as the Revised Project. <sup>2</sup>	May 9, 2013
22-14	42	Mitigation measures similar to Mitigation Measure 14-4 should be considered for these other actions as well as the Revised Project.	Mitigation measures similar to Mitigation Measure <del>14-4</del> <u>14-3</u> should be considered for these other actions as well as the Revised Project. <sup>3</sup>	May 9, 2013
22-15	2-5	The bird strike impacts of the Revised Project (i.e., Impacts 14-7a – 14-7e) could constitute a cumulatively considerable contribution to this significant cumulative impact. Mitigation measures similar to Mitigation Measure 14-6 should be considered for these other actions as well as the Revised Project.	The bird strike impacts of the Revised Project (i.e., Impacts <del>14-7a</del> <u>14-5a – 14-7e</u> <del>14-5e</del> ) could constitute a cumulatively considerable contribution to this significant cumulative impact. Mitigation measures similar to Mitigation Measure <del>14-6</del> <u>14-4</u> should be considered for these other actions as well as the Revised Project. <sup>4</sup>	May 9, 2013

<sup>2</sup> The paragraph of the Recirculated Draft PEIR (Vol. 3) in which these changes are made is a discussion about the potential cumulative impacts related to hazardous materials, such as solvents, oil, fuel, etc. The appropriate related mitigation is measures 14-1 and 14-2. The paragraph does not discuss mosquito vector issues, which is the subject of mitigation measure 14-3. In other words, measure 14-3 is inapplicable to the impact being discussed and was included inadvertently. Similarly, the cross-references to impacts in EIR Section 14 are being corrected to reflect that Impacts 14-5 and 14-6 are about wildfires and airports, not hazardous materials.

<sup>3</sup> The paragraph of the Recirculated Draft PEIR (Vol. 3) in which these changes are made is a discussion about the potential cumulative impacts related to mosquito vectors. The appropriate related mitigation is measure 14-3 (about vectors), not 14-4 (about airports). This was as typographical error.

<sup>4</sup> The paragraph of the Recirculated Draft PEIR (Vol. 3) in which these changes are made is a discussion about the potential cumulative impacts related to birdstrikes at airports, the appropriate mitigation for which is measure 14-4 (about airports) and not 14-6 (which does not exist). Similarly, the appropriate impact cross-reference is Impact 14-5 (about airports), not Impact 14-7 (which does not exist). This was as typographical error.

22-24	1-4	The climate change 1 impacts of the Revised Project (i.e., Impacts 21-3a – 21-3e) could constitute a cumulatively considerable contribution to this significant cumulative impact. Mitigation measures similar to Mitigation Measures 21-2, 21-3, and 21-5 should be considered for these other actions as well as the Revised Project.	The climate change 1 impacts of the Revised Project (i.e., Impacts 21-3a – 21-3e) could constitute a cumulatively considerable contribution to this significant cumulative impact. Mitigation measures similar to Mitigation Measures 21-2, 21-3, and <del>21-5</del> <u>21-4</u> should be considered for these other actions as well as the Revised Project. <sup>5</sup>	May 9, 2013
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<sup>5</sup> The Recirculated Draft PEIR does not contain a Mitigation Measure 21-5. Measure 21-4 was the intended reference. Accordingly, this text change merely corrects a typographic error in the cross-references found on page 22-24.