



DEVELOPMENT SERVICES
DEPARTMENT

CITY OF SACRAMENTO
CALIFORNIA

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DELTA SHORES FINAL ENVIRONMENTAL IMPACT REPORT

SCH No. 2007042070

ERRATA No. 2: December 17, 2008

The Delta Shores Final Environmental Impact Report (Final EIR) has been released for public review. The City has provided copies of responses to written comments on the Draft EIR to persons and agencies submitting such comments. The City issued Errata No. 1 to the Final EIR dated December 10, 2008.

The following additional changes are being made to the Final EIR as circulated. The discussion below identifies the changes and the affected sections of the Final EIR.

1. Discussion re: Mitigation Measure 5.6-4 (Final EIR page 5.6-28 et seq.) before the last full paragraph on page 2-5

Mitigation Measure 5.6-4 is revised to confirm that a site-specific noise analysis is required for all residences fronting Interstate 5, and to identify alternatives for noise reduction measures.

Impact 5.6-4: Operation of the proposed Project could permanently expose sensitive receptors to increased traffic noise levels from Interstate 5.

Mitigation Measure (from MMP): The following mitigation measure(s) has been adopted to address this impact:

MM 5.6-4: The project applicant shall have a certified acoustical professional prepare a site-specific analysis for all residential units fronting on both sides of I-5 that details how exterior noise levels would achieve exterior noise levels less than 65 dB Ldn and interior noise levels less than 45 dB Ldn. The results of the analysis shall be submitted to the City of Sacramento for review and approval and appropriate recommended noise reduction measures/design features shall be incorporated into project design. Noise reduction measures/design features ~~shall~~ may include, but are not limited to the following:

(a) Prior to final design review, all low-density and medium-density residences west of I-5 and medium-density residences east of I-5 (in the 8.62 acre parcel adjacent to I-5) ~~shall~~ would be designed and constructed to Title 24 standards which specify that interior noise levels attributable to exterior sources shall not exceed 45 dBA Ldn in any





habitable room of new dwellings.

(b) *Prior to issuance of occupancy permits, the project applicant ~~shall~~ would construct a sound wall west of the southbound lane of traffic along I-5 with a minimum height of 15 feet, that is capable of reducing exterior noise levels below 65 dB Ldn outside the closest residential units. The project applicant ~~shall~~ would also construct a sound wall for residences proposed north of the interchange (in the 8.62 acre parcel adjacent to I-5) along the east side of the northbound lane of I-5 with a minimum height of 15 feet that is capable of reducing exterior noise levels below 65 dB Ldn outside the closest residential units.*

Finding:

Impacts of the Project relating to traffic noise impacts from Interstate 5 on the project's residential units nearest the freeway would be avoided by requiring ~~the construction of 15 high soundwalls, requiring~~ a site-specific analysis of noise impacts by a qualified acoustical professional, and requiring the incorporation of the recommended noise reduction measures in project design to reduce noise. These measures would reduce the noise exposure of sensitive noise receptors on and off the project site to a *less than significant* level.