



OLD SACRAMENTO STATE HISTORIC PARK GENERAL PLAN AND EIR

Chapter 5, Environmental Analysis – Note to Reader

Chapter 5 (Environmental Analysis) is included in this Final General Plan as circulated to the public in the form of the Draft EIR between May 30, 2012 and July 16, 2012. The only update to Chapter 5 made in the December 2013 version of the document was made to reflect the change from the two park proposal included in the May 2012 version to the one park proposal in the December 2013 version. This change was made for clarification purposes only. No changes were made to any part of the analysis or any of the impact conclusions or mitigation measures.

Chapters 1 through 4 of the Final General Plan were updated in 2014 to remove the portion of the railroad right-of-way (ROW) between Land Park and the Meadowview area from the planning area. This segment was removed from this planning effort, because it is not currently owned by State Parks. The impact analysis in the DEIR included occasional movement of trains through this segment of ROW to service excursion trains for excursion line #2 between the Pocket-Meadowview area and the community of Hood, however this is no longer proposed in the General Plan.

SPECIFIC UPDATES TO THE ENVIRONMENTAL ANALYSIS

Three of the impacts discussed in the environmental analysis were specific to the portion of the ROW subsequently removed from the General Plan:

Impact Haz-4 discussed impacts related to occasional train movements within the designated safety zones of the Sacramento Executive Airport. This impact was determined to be less than significant because the General Plan contained Guideline Safe-7 addressing coordination with the Sacramento County Airport Land Use Commission on the issue. This guideline has been removed from the General Plan. With the updated version of the General Plan, no impacts with regards to airport safety zones exist, as the General Plan no longer includes activities in this particular section of the ROW.

Impact LU-3 discussed project consistency with the Executive Airport Land Use Compatibility Plan. This impact was found to be less than significant because the General Plan contained Guideline Safe-3 addressing maintaining safety along the portions of the railroad right-of-way that are within the Clear Zone for Runway 2-20 at the Executive Airport. This guideline has been removed from the General Plan, and no impacts with regards to LU-3 exist, as the General Plan in its current form does not include activities in the area in question.

Impact Noise-3 analyzed long-term noise related to rail operations from pass-by trains and horn blasts. This impact was found to be significant. Mitigation Measure Noise-2 requires restricting train speeds to less than 15 mph within 1 mile of any new at-grade crossing south of the zoo for servicing or operating excursion line #2. Because the General Plan no longer includes proposed train movements south of the zoo to service operations of excursion line 2, but still includes operations of the excursion line #2, this part of the mitigation measure still applies. Mitigation Measure Noise-2 also requires that train horns

and whistles not be sounded at the commencement or conclusion of travel at the proposed Sacramento Zoo stop and remains valid.

The DEIR found long-term noise impacts related to rail operations from pass-by trains and horn blasts at public at-grade crossings in the Land Park area affected by the proposed expansion of the excursion train line south of the zoo significant and unavoidable. Because the General Plan no longer includes new public at grade crossings in densely populated areas that would require horn blasts near sensitive receptors, this impact is no longer considered significant and unavoidable. The overall impact conclusion for long term operational noise therefore is less than significant with mitigation incorporated.

The DEIR did not contain any other impacts that were specific only to the segment of the ROW that has been removed from the planning area. The updated General Plan presents a slightly updated version of the preferred alternative as analyzed in the DEIR, with deviations from impact conclusions discussed above. Therefore, the Environmental Analysis remains valid in all its aspects previously studied; as a result, the DEIR was not changed and no updated or recirculated versions of the analysis are required.

Please also refer to the cover sheet, Note to Reader of the Final EIR, prepared for the response to comments that address 2014 updates to the planning area.