

Memorandum

Date: Friday, May 03, 2024

Project: Markham Street Extension Project

To: Jan Bulinski, Environmental Project Manager, RCTD

From: Mario Osorio, Senior Environmental Services Project Manager, HDR

Subject: Errata Memorandum for Changes to Project Description/Project Footprint

The purpose of this errata memorandum is to document changes to the project description pertaining to minor text clarifications and refinements to the project footprint, and to demonstrate that no changes to the conclusions in the technical reports prepared in 2022 and 2023 would occur and updates are not warranted based on the type of changes to the project description and project footprint.

- Project Description - Text clarifications were made to the narrative of the project description to clarify the design of the 1.3-mile roadway section for Markham Street between Roosevelt Street and Wood Road accommodates an ultimate secondary highway configuration per the County General Plan Circulation Element, with two lanes in each direction; however, the proposed roadway improvements as part of the Project would only include one lane in each direction along the southern half of the ultimate roadway section. In the future, the County may elect to construct two additional lanes along the northern portion of the ultimate roadway section. Additional clarifications were made to clarify the Project area includes a vacant parcel south of Markham Street and west of Wood Road that could be used for staging purposes. If the contractor elects to use this staging area, the contractor would be required to obtain a temporary construction easement and return the parcel back to the preconstruction condition upon completion of the Project.
- Project Footprint - Refinements to the project footprint were made to reduce the footprint of the proposed drainage easement, to maintain driveway access north of Markham Street, and to reduce impacts to aquatic resources. It should be noted that all revisions to the project footprint are fully contained within the previous Project Area that was used in the following technical reports prepared for the Project in 2022 and 2023.
 - Air Quality Report (February 2023);
 - Noise and Vibration Study Report (February 2023);
 - Phase I Cultural Resource Assessment (February 2023);
 - Paleontological Resource Technical Report (August 2022); and
 - Phase I Environmental Site Assessment (August 2022)
 - Traffic Impact Assessment Technical Memorandum (February 2022).

Changes to Project Description

The project description has been updated to include one updated figure for the Project Area, and one new figure for right of way acquisition (see Figure 1 and Figure 2). The Project Area figure has been updated to include refinements to the project footprint and to only show permanent and temporary impact areas. The right of way acquisition layers that were previously shown in the Project Area figure have been removed to be depicted separately on a new standalone figure. Figure 2 shows the different types of right of way acquisition that may be required by the proposed project (e.g. partial right of way acquisition, permanent easements consisting of drainage easements and slope easements, and temporary construction easements).

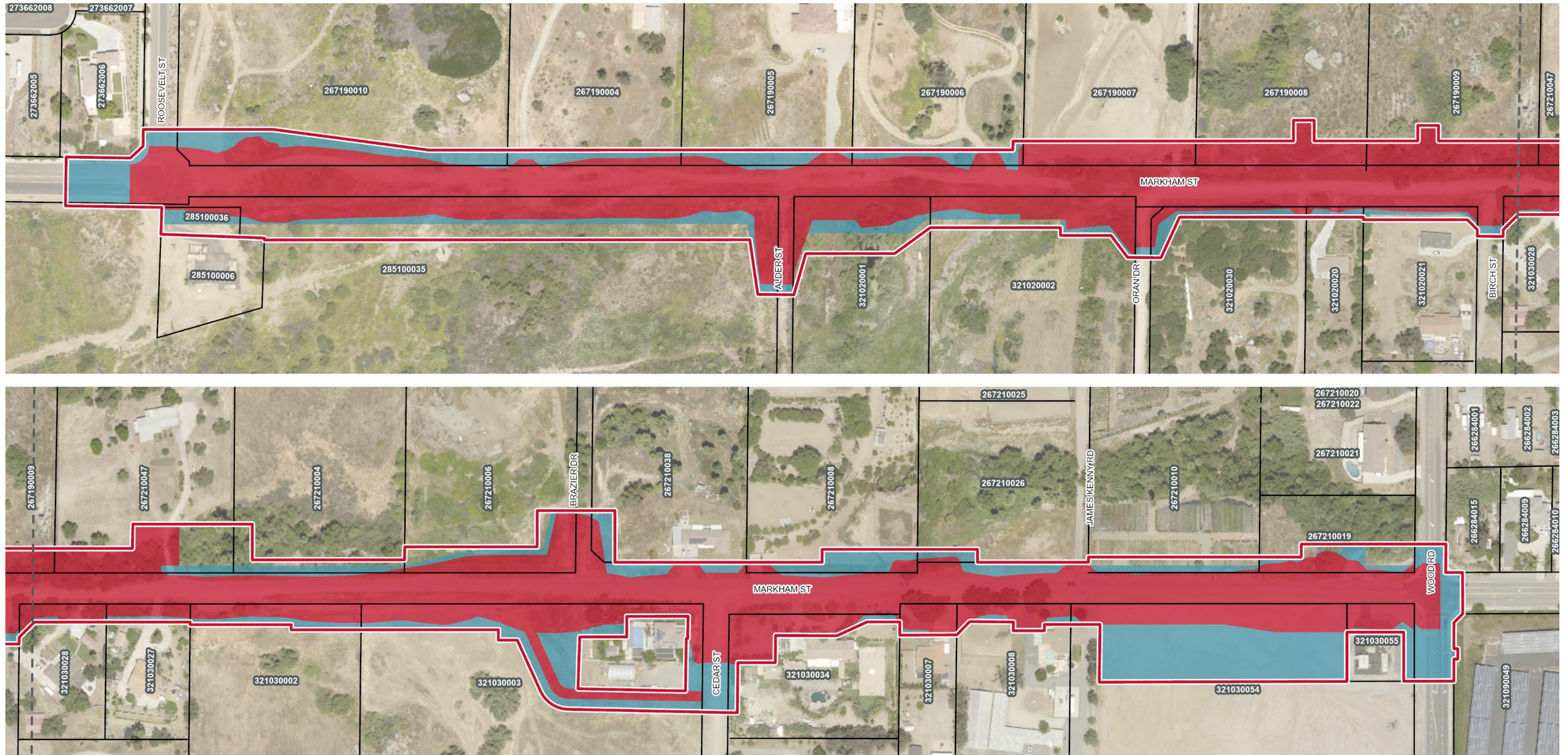


Figure 1. Project Area

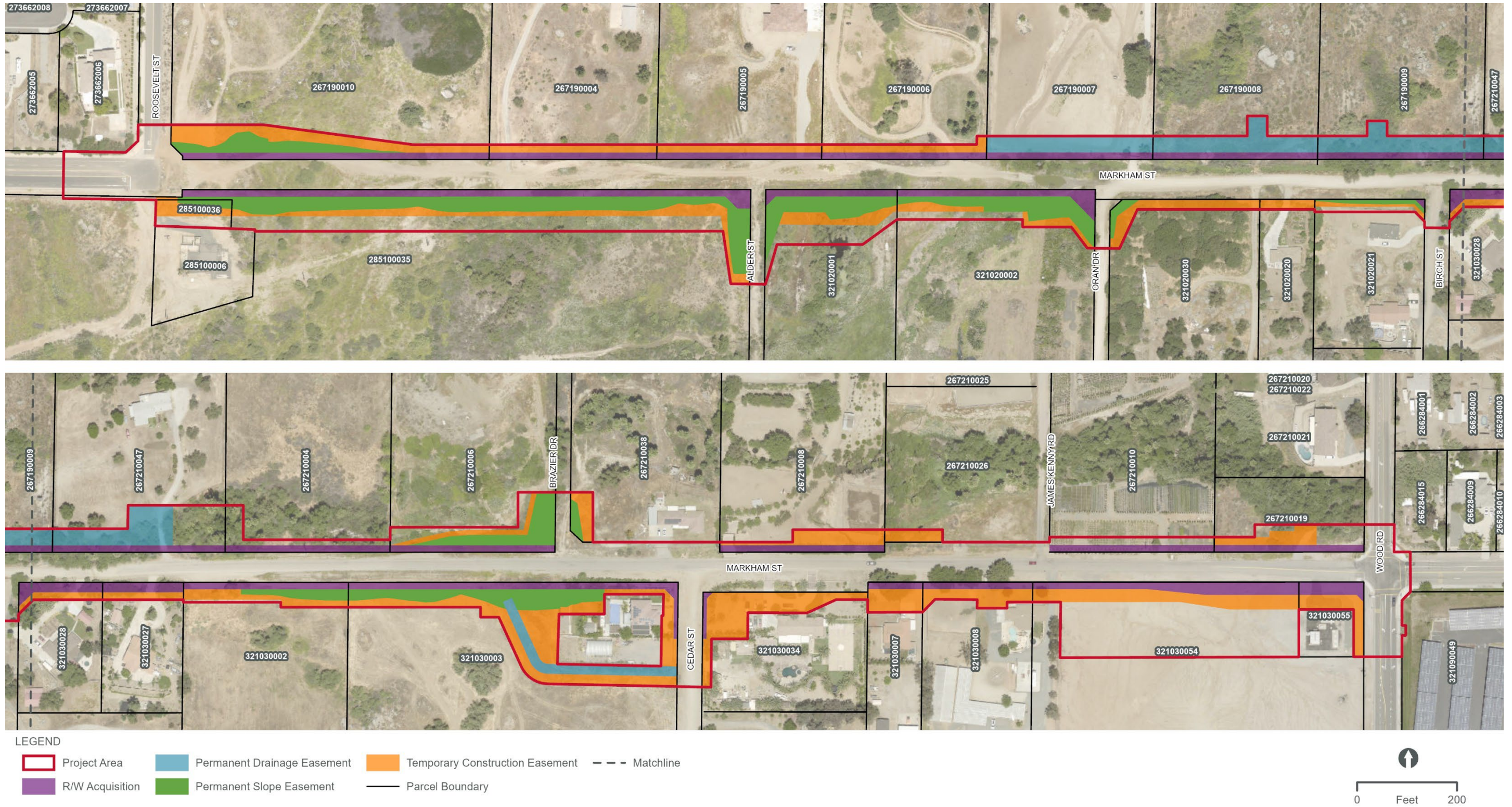


Figure 2. Right of Way Acquisition

Reports Covered in this Errata Memorandum

The discussion below as part of this errata memorandum demonstrates that the changes to the project description and project footprint discussed above would not alter the original analysis or conclusions of the reports that support the CEQA determinations in the Initial Study Mitigated Negative Declaration.

For biological resources, the Biological Resources Technical Report and Determination of Biologically Equivalent or Superior Preservation (DBESP) Report were updated to include the most up-to-date project description and project footprint changes discussed above because these two reports will be reviewed by outside agencies in parallel with the CEQA process to support the consistency review with the Western Riverside County Multiple Species Habitat Conservation Plan and future regulatory permitting process.

Air Quality Report (February 2023)

Refinements to the project footprint resulted in an overall reduction to both permanent and temporary impacts as part of the proposed project and would occur within the limits of the previous Project Area that was used in the analysis of the Air Quality Report. The refinements to the project description and project footprint would not change the conclusions presented in this technical report. Therefore, the findings and conclusions in this technical report would remain the same.

The original recommendations identified in the technical report, which include avoidance and minimization measures AQ-1 through AQ-14, would be implemented to address potential short-term air quality impacts associated with exhaust and fugitive dust emissions during project construction activities. No short-term greenhouse gas (GHG) emissions impacts are anticipated; and thus, no avoidance, minimization, and/or mitigation measures were proposed in this technical report. Further, no long-term impacts related to air quality or GHG are anticipated; and thus, no avoidance, minimization, and/or mitigation measures were proposed in this technical report. Therefore, the same measures stated in the original technical report would still apply, and no additional avoidance, minimization and/or mitigation measures are required.

Noise and Vibration Study Report (February 2023)

Refinements to the project footprint resulted in an overall reduction to both permanent and temporary impacts as part of the proposed project and would occur within the limits of the previous Project Area that was used in the analysis of the Noise and Vibration Study Report. The refinements to the project description and project footprint would not change the conclusions presented in this technical report. Therefore, the findings and conclusions in this technical report would remain the same.

Although the original recommendations identified in the technical report include avoidance and minimization measures N-1 through N-11, it was determined by the County Measures NV-3 through NV-6 and NV-8 through NV-11 are not required to reduce short-term noise impacts to a level less than significant. Since the County exterior noise standard CNEL dBA is 65 and the current CNEL dBA noise levels are 50 the predicted increases would fall within the County exterior noise standard of CNEL dBA 65. No short-term vibration impacts are anticipated; and thus, no avoidance, minimization, and/or mitigation measures were proposed in this technical report. Further, no long-term impacts to noise or vibration; and thus, no avoidance, minimization, and/or mitigation measures were identified in this technical report. Therefore, Measures NV-1, NV-2, and NV-7 would still apply and no additional avoidance, minimization and/or mitigation measures are required.

Phase I Cultural Resource Assessment (February 2023)

Refinements to the project footprint resulted in an overall reduction to both permanent and temporary impacts as part of the proposed project and would occur within the limits of the previous Project Area that was used in the analysis of the Phase I Cultural Resource Assessment. The refinements to the project description and project footprint would not change the conclusions presented in this technical report. Therefore, the findings and conclusions in this technical report would remain the same. The original recommendations identified in the technical report, which include avoidance and minimization measures ARC-1 through ARC-4, required minor refinements during preparation of the Initial Study Mitigated Negative Declaration to clarify the monitoring roles and responsibilities and protocols for discoveries. Measures ARC-1 through ARC-4 would be implemented to address potential short-term and long-term impacts to cultural resources. Therefore, these same measures would still apply and no additional avoidance, minimization and/or mitigation measures are required.

Paleontological Resource Technical Report (August 2022)

Refinements to the project footprint resulted in an overall reduction to both permanent and temporary impacts as part of the proposed project and would occur within the previous Project Area that was used in the analysis of the Paleontological Resource Technical Report. The refinements to the project description and project footprint would not change the conclusions presented in this technical report. Therefore, the findings and conclusions in this technical report would remain the same. No avoidance and minimization measures were proposed because the entirety of the Project area is not sensitive for paleontological resources.

Phase I Environmental Site Assessment (August 2022)

Refinements to the project footprint resulted in an overall reduction to both permanent and temporary impacts as part of the proposed project and would occur within the previous Project Area that was used in the analysis of the Phase I Environmental Site Assessment. The refinements to the project description and project footprint would not change the conclusions presented in this technical report. Therefore, the findings and conclusions in this technical report would remain the same. The original recommendations identified in the technical report, which include Recommendation 1 through Recommendation 5, would be implemented to address short-term impacts related to hazardous waste and materials. It should be noted Recommendation 4 is part of the County's standard specifications and Recommendation 5 is for informational purposes only. As identified in this technical report, no long-term impacts related to hazardous waste and materials would occur. Therefore, these same measures would still apply and no additional avoidance, minimization and/or mitigation measures are required.

Traffic Impact Assessment Technical Memorandum (February 2022)

Refinements to the project footprint resulted in an overall reduction to both permanent and temporary impacts as part of the proposed project and would occur within the previous Project Area that was used in the analysis of the Traffic Impact Assessment Technical Memorandum. The refinements to the project description and project footprint would not change the conclusions presented in this technical report. Therefore, the findings and conclusions in this technical report would remain the same. No avoidance and minimization measures were proposed because the proposed project is expected to provide satisfactory service levels. roadway segment service levels are expected to be slightly better under the future build conditions, no induced vehicle miles travelled are anticipated, and the proposed project is expected to have beneficial effect on the transportation system and for users.