



Errata to Railyards Specific Plan Update Subsequent EIR

P15-040 | SCH No. 2006032058

November 2, 2016

The Draft and Final Subsequent Environmental Impact Reports for the Railyards Specific Plan Update, KP Medical Center, MLS Stadium, & Stormwater Outfall project (SEIR) described the environmental effects of development of the proposed projects, and included a description of parks and open space acreage and mitigation required to meet the City’s park dedication requirements. Subsequent to the publication of the Final SEIR, the City revised a mitigation measure to clarify the dedication of parkland and payment of the City’s Park Impact Fees (PIF). Text changes to the SEIR to reflect these changes are shown below in ~~strikeout~~ and double underline.

Parks and Open Space

Mitigation Measure 4.11-8 unintentionally conflates the issue of meeting Quimby Act requirements and the payment of the City’s PIF. Compliance with the Quimby Act is to address acquisition of real estate for a future public park or open space area, while the City’s PIF is to provide public park facilities. As a result, Mitigation Measure 4.11-8 is revised to provide clarification regarding the mitigation of park impacts as follows:

Mitigation Measure 4.11-8 (RSPU)

Prior to filing of the final map, the project applicant shall reach agreement with the City on which of the proposed project elements and acreage meet the applicable City parkland dedication requirements. The project applicant shall pay in-lieu fees (Quimby ~~and/or PIF~~) on the difference in acreage between the City parkland requirement and the amount of parkland the proposed project would supply. The applicant shall pay Park Impact Fees (PIF) or enter into a “turnkey” agreement to construct the park facilities to satisfy its PIF obligation. ~~or provide “turnkey” improvements equal to the value of in-lieu fees owed, if any.~~

Transportation and Circulation

As described in Impact 4.12-1 of the Draft SEIR (specifically pages 4.12-181 through 4.12-207), the proposed projects would worsen conditions at intersections in the City of Sacramento. Mitigation Measure 4.12-1 would be applied to the RSPU to lessen impacts to a less-than-significant level for all project components – the RSPU, the RSPU Land Use Variant, KP Medical Center, and MLS Stadium.

The Summary section and Chapter 5, Other CEQA Considerations of the Draft SEIR incorrectly stated that Impact 4.12-1 would be significant and unavoidable for the MLS Stadium project component. As a result, text corrections are required to accurately reflect the less-than-significant with mitigation conclusion for Impact 4.12-1.

On page S-44, the following text is removed from the list of Significant and Unavoidable Environmental Effects:

~~**Impact 4.12-1:** The proposed projects could worsen conditions at intersections in the City of Sacramento.~~

On page S-69, the Summary of Impacts and Mitigation Measures for Impact 4.12-1 is revised:

**TABLE S-3.
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Significance Before Mitigation					Mitigation Measures	Significance After Mitigation				
	RSPU	RSPU LUV	KPMC	MLS	SO		RSPU	RSPU LUV	KPMC	MLS	SO
4.12 Transportation											
Existing Plus Baseline											
4.12-1: The proposed projects could worsen conditions at intersections in the City of Sacramento.	PS	PS	PS	PS	NI	<p>4.12-1(a) (RSPU)</p> <p>i. Implement Event Transportation Management Plan (TMP) to the satisfaction of the City Traffic Engineer and subject to the performance standards set forth within, including:</p> <ol style="list-style-type: none"> <u>Vehicle Queuing on City Streets</u>: Through added intersections capacity and/or traffic management, traffic does not queue back to upstream locations during the Pre-Event peak hour including (but not limited to): <ul style="list-style-type: none"> Northbound 7th Street traffic does not spill back from Railyards Boulevard into the UPRR undercrossing (i.e., queues do not extend any greater than 600 feet from Railyards Boulevard). Westbound North B Street traffic does not spill back from 7th Street to 8th Street Westbound North B Street traffic does not spill back from 8th Street to 12th Street Southbound 7th Street traffic does not spill back to LRT tracks at North B Street <u>Pedestrian Flows</u>: Through pedestrian flow management, pedestrians do not spill out of sidewalks onto streets with moving vehicles, particularly along 7th Street between Richards Boulevard and G Street, Railyards Boulevard between 5th Street and 8th Street, and North B Street between 7th Street and 12th Street. <u>Vehicular Parking</u>: A comprehensive parking plan is implemented that includes (but is not limited to) a reservation system, smartphone parking app, directional signage, real-time parking garage occupancy, etc. that minimizes unnecessary vehicular circulation (while looking for parking) within and adjacent to the RSP Area. <u>Bicycle Parking</u>: Signage is clearly visible to direct bicyclists to MLS Stadium event bicycle parking, which has an adequate supply to accommodate a typical MLS Stadium event. <u>Light Rail Transit</u>: A new light rail station/stop is constructed on 7th Street north of Railyards Boulevard and operational at the time the stadium opens, providing an adequate level of LRT service to meet the Pre- and Post-Event ridership demands. <u>Bus/Paratransit</u>: Specific locations are provided to accommodate public buses and paratransit vehicle stops within one block of the MLS Stadium. <u>Ridesharing</u>: Specific locations are provided for pick-up / drop-off areas such that taxi, Uber, or similar ridesharing services do not impede overall vehicular or pedestrian flow (including maintaining uncongested conditions along 10th Street to enable emergency vehicle response). <u>Truck Staging</u>: Delivery trucks associated with special events do not park or idle along 7th 	LTS	LTS	LTS	<u>SU</u> <u>LTS</u>	NA

Impact	Significance Before Mitigation					Mitigation Measures	Significance After Mitigation				
	RSPU	RSPU LUV	KPMC	MLS	SO		RSPU	RSPU LUV	KPMC	MLS	SO
						<p>Street, 8th Street, North B Street, or Railyards Boulevard.</p> <p>ii. Each project developed pursuant to the RSPU (including the Land Use Variant) shall pay the applicable fee for the I-5 Subregional Corridor Mitigation Program (SCMP) prior to issuance of building permits.</p> <p>iii. Convert existing Dos Rios Street leg at 12th Street/North B Street intersection to a right-turn only intersection that does not operate as part of the traffic signal.</p> <p>4.12-1(b) (KPMC) The following measures shall be implemented prior to issuance of the Certificate of Occupancy for Phase 1 of the KP Medical Center.</p> <p>i. Implement Mitigation Measure 4.12-1(a)(ii).</p> <p>ii. Implement Transportation Demand Management (TDM) Program.</p> <p>iii. Widen Railyards Boulevard at 7th Street to provide a dedicated northbound left-turn lane and dedicated southbound right-turn lane. Operate signal with protected northbound left-turn phasing.</p> <p>iv. Coordinate traffic signals on Railyards Boulevard at 5th, 6th, and 7th Streets.</p> <p>v. Implement either Option 1a, 1b, or Option 1c:</p> <ul style="list-style-type: none"> • <u>Option 1a</u>: Extend 5th Street northerly from South Park Street to North B Street. Install traffic signal at the 5th Street/South Park Street intersection. Operate with 5th Street/North B Street intersection with side-street stop-control. Widen eastbound North B Street at 7th Street to include a dedicated left-turn lane and a shared through/right lane and operate east-west approaches with protected left-turn phasing. • <u>Option 1b</u>: Extend South Park Street easterly from 5th Street and extend 6th Street northerly from South Park Street extension to North B Street. Install traffic signal at the 5th Street/South Park Street intersection. Operate 6th Street/North B Street intersection with side-street stop-control. Widen eastbound North B Street at 7th Street to include a dedicated left-turn lane and a shared through/right lane and operate east-west approaches with protected left-turn phasing. • <u>Option 1c</u>: Widen 7th Street/North B Street intersection to consist of a left-turn lane and a shared through/right lane on all approaches. Operate signal with protected left-turn phasing. <p>4.12-1(c) (MLS)</p> <p>i. Implement Mitigation Measure 4.12-1(a)(i).</p> <p>ii. Convert existing Dos Rios Street leg at 12th Street/North B Street intersection to a right-turn only intersection that does not operate as part of the traffic signal.</p> <p>iii. Implement Transportation Demand Management (TDM) Program, if required by city code.</p> <p>iv. Construct South Park Street between 6th Street and 7th Street.</p> <p>v. Construct 6th Street between Railyards Boulevard and North B Street.</p> <p>vi. Install traffic signals at 7th Street/South Park Street, 6th Street/North B Street, Railyards Boulevard/8th Street, and North B Street/8th Street.</p>					

Impact	Significance Before Mitigation					Mitigation Measures	Significance After Mitigation				
	RSPU	RSPU LUV	KPMC	MLS	SO		RSPU	RSPU LUV	KPMC	MLS	SO
						vii. Widen 7 th Street at Railyards Boulevard to provide dedicated northbound and southbound left-turn lanes, and operate signal with protected left-turn phasing. viii. Widen/restripe 7th Street at North B Street to consist of one left-turn lane and one shared through/right lane on all approaches, and operate signal with protected left-turn phasing.					

On page 5-2, the following text is removed from the list of Project-Specific Significant and Unavoidable Impacts:

~~**Impact 4.12-1:** The proposed projects could worsen conditions at intersections in the City of Sacramento.~~

Table 6-1 on pages 6-6 and 6-7 shows the Project-Specific Significant and Unavoidable Impacts by Project and incorrectly identifies Impact 4.12-1 as being significant and unavoidable for the MLS Stadium. To correct the table, the row with Impact 4.12-1 is deleted:

**TABLE 6-1.
PROJECT-SPECIFIC SIGNIFICANT AND UNAVOIDABLE IMPACTS BY PROJECT**

Impacts	RSPU	KP Medical Center	MLS Stadium	Stormwater Outfall
4.1 Aesthetics				
Impact 4.1-3: The proposed projects could create substantial new sources of light.	X		X	
4.2 Air Quality				
Impact 4.2-3: The proposed projects could result in long-term (operational) emissions of NOx ROG, PM10, or PM2.5.	X	X		
Impact 4.2-9: The proposed project could contribute to cumulative increases in long-term (operational) emissions of NOx ROG, PM10 and PM2.5.	X	X	X	X
4.3 Biological Resources				
Impact 4.3-2: Development of the proposed projects could result in the loss of potential nesting habitat for Swainson's hawk, white-tailed kite, purple martin, and other sensitive and/or protected bird species.	X	X	X	X
Impact 4.3-11: Implementation of the proposed projects, in combination with other cumulative development, could/would contribute to the cumulative harm to, or loss of nesting habitat, for Swainson's hawk, white-tailed kite, purple martin, and other sensitive and/or protected bird species.	X	X	X	X
4.4 Cultural Resources				
Impact 4.4-8: The proposed projects could contribute to the cumulative loss or alteration of archaeological resources, including human remains.	X	X	X	
4.10 Noise				
Impact 4.10-1: Construction of the proposed projects could generate noise that would conflict with City standards.	X	X	X	
Impact 4.10-2: Operations of the proposed projects could result in a substantial permanent increase in ambient exterior noise levels in the project vicinity.	X	X	X	
Impact 4.10-4: Construction of the proposed projects could expose existing and/or planned buildings, and persons within, to vibration that could disturb people and damage buildings.	X	X	X	
Impact 4.10-7: The proposed projects would contribute to cumulative construction that could expose existing and/or planned buildings, and persons within, to significant vibration.	X	X	X	

**TABLE 6-1.
PROJECT-SPECIFIC SIGNIFICANT AND UNAVOIDABLE IMPACTS BY PROJECT**

Impacts	RSPU	KP Medical Center	MLS Stadium	Stormwater Outfall
4.12 Transportation				
Impact 4.12-1: The proposed projects could worsen conditions at intersections in the City of Sacramento.			X	
Impact 4.12-3: The proposed projects could worsen vehicle queuing at off-ramps on I-5.	X	X	X	
<u>Impact</u> 4.12-10: The proposed projects could worsen vehicle queuing at off-ramps on I-5 under cumulative conditions.	X	X	X	
4.13 Utilities				
<u>Impact</u> 4.13-7: The proposed projects would contribute to cumulative increases in demand for water supply and treatment.	X	X	X	

Analysis and Conclusion

There are no new environmental issues raised by the minor text changes to Mitigation Measure 4.11-8 as specified above. All potential environmental effects resulting from development of parcels within the RSP Area were described in the Railyards Specific Plan Update, KP Medical Center, MLS Stadium, & Stormwater Outfall SEIR because the parcels are within the boundary of the RSP Area (as identified in the Final SEIR, Figure 2-20).

The text edits to the Summary section and Chapter 5, Other CEQA Considerations regarding the conclusion of the level of significance after mitigation for Impact 4.12-1 would not change the conclusion of the impact discussion presented in the Draft SEIR.

The text changes identified above would not result in any environmental effects beyond those described in the Railyards Specific Plan Update, KP Medical Center, MLS Stadium, & Stormwater Outfall SEIR, and no further analysis is required.