



## **ADDENDUM TO AN ADOPTED ENVIRONMENTAL IMPACT REPORT**

**SCH #2006032058**

The City of Sacramento, California, a municipal corporation, does hereby prepare, make declare, and publish the Addendum to a certified Environmental Impact Report for the following described project:

**Project Name: Sacramento Valley Station Area Plan**

**Original Project: Railyards Specific Plan Update (P15-040)**

The City of Sacramento, Community Development Department, has reviewed the proposed project and on the basis of the whole record before it, has determined that there is no substantial evidence that the project, as identified in the attached addendum, would have a significant effect on the environment beyond that which was evaluated in the previously certified environmental impact report (EIR). A Subsequent EIR is not required pursuant to the California Environmental Quality Act of 1970 (Sections 21000, et. Seq., Public Resources Code of the State of California).

This Addendum to a certified EIR has been prepared pursuant to Title 14, Section 15164 of the California Code of Regulations; the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

A copy of this document and all supportive documentation may be reviewed or obtained online at <http://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports>.

Environmental Services Manager, City of Sacramento,  
California, a municipal corporation

Date: January 19, 2021 By: \_\_\_\_\_

**Scott Johnson, Senior Planner**

# SACRAMENTO VALLEY STATION AREA PLAN

## Addendum and Environmental Checklist

Prepared for January 20  
City of Sacramento  
Department of Public Works and Community Development Department  
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Sacramento, CA 95811



# SACRAMENTO VALLEY STATION AREA PLAN

## Addendum and Environmental Checklist

Prepared for  
City of Sacramento  
Department of Public Works and  
Community Development Department  
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# TABLE OF CONTENTS

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## Sacramento Valley Station Area Plan

	<u>Page</u>
<b>Introduction .....</b>	1
<b>Project Location.....</b>	3
<b>Background .....</b>	6
2007 RSP EIR .....	6
2016 Railyards Specific Plan Update Subsequent Environmental Impact Report .....	8
Sacramento Valley Station Area Plan .....	10
Project Elements .....	12
<b>Program Level Development Review .....</b>	21
Required Discretionary Actions .....	35
<b>Environmental Checklist.....</b>	36
Explanation of Checklist Evaluation Categories .....	36
Discussions and Mitigation Sections .....	38
Land Use, Population, and Housing.....	39
Issues Previously Determined to be Less than Significant.....	44
Environmental Analysis .....	46
Aesthetics .....	46
Air Quality .....	56
Biological Resources .....	66
Cultural Resources .....	75
Energy .....	82
Geology and Soils .....	85
Global Climate Change .....	90
Hazards and Hazardous Materials.....	100
Hydrology and Water Quality .....	105
Noise109 .....	109
Public Services .....	120
Transportation/Traffic .....	125
Utilities and Service Systems .....	140

### List of Figures

Figure 1 Regional Location .....	4
Figure 2 Project Vicinity.....	5
Figure 3 Project Site .....	7
Figure 4 Conceptual Rendering of the Proposed Multi-Modal Transit Center.....	14
Figure 5 Conceptual Rendering of the Bus Mobility Center.....	17

	<u>Page</u>
Figure 6 Total Residential VMT.....	132
Figure 7 Total Work VMT .....	133

## List of Tables

Table 1 2007 Railyards Specific Plan Land Use Designations and Allowable Uses.....	6
Table 2 Previously Analyzed Development for the Sacramento Valley Station Area Plan Site .....	9
Table 3 Proposed Transit Center Space Distribution.....	12
Table 4 SVS Area Plan Conceptual Development Program.....	21
Table 5 City of Sacramento Population and Housing Trends, 2007-2020.....	43

# SACRAMENTO VALLEY STATION AREA PLAN

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## Addendum and Environmental Checklist

### Introduction

The City of Sacramento is proposing a plan for the buildout of the Sacramento Valley Station planning area, located within the Railyards Specific Plan area, which is a key underutilized site within the Railyards and Central City that would link the Downtown, Railyards District, Old Sacramento, and West Sacramento via the existing and proposed I Street Bridge. The Sacramento Valley Station Area Plan would develop a sustainable transit-oriented development, a new multi-modal transit hub, and complementary development intended to encourage higher density uses through the plan area and maintain critical multi-modal links with surrounding areas, and would amend the Railyards Specific Plan.

For the City to consider amendment to the Railyards Specific Plan, the City must ensure that, if needed, environmental review consistent with the requirements of the California Environmental Quality Act (CEQA) and the State CEQA Guidelines has been completed. Because the City has previously complied with CEQA for the Railyards project and the new discretionary action before the City would be a change in an already-approved project, the City can rely on information in the certified EIR, the subsequent addendum, and the subsequent EIR previously prepared for the Railyards Specific Plan area, to the extent they remain adequate. Consistent with the requirements of CEQA Guidelines Section 15162, the City must, therefore, determine whether any changed circumstances or “new information of substantial importance” will trigger the need for a subsequent EIR.

As described in CEQA Guidelines Section 15164, a lead agency shall prepare an addendum to a previously adopted EIR if some changes or additions to an EIR certified for a project are necessary, but none of the conditions identified in CEQA Guidelines Section 15162 have occurred. No subsequent EIR shall be prepared for that project unless the lead agency determines, based on substantial evidence in the light of the whole record, one or more of the following conditions to be applicable:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
  - (A)The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
  - (B)Significant effects previously examined will be substantially more severe than shown in the previous EIR;
  - (C)Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
  - (D)Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

If any of the triggers set forth above occurs, the City would be required to prepare a subsequent EIR, unless “only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation,” in which case a “supplement to an EIR” would suffice (see CEQA Guidelines, Section 15163). If there are no grounds for either a subsequent EIR or a supplement to an EIR, then the City must prepare an addendum pursuant to CEQA Guidelines Section 15164, explaining why “some changes or additions” to the 2007 EIR, the 2012 Addendum to the EIR, and the 2016 Subsequent EIR (SEIR) “are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.”

Environmental analysis has been prepared for the entire Railyards Specific Plan (RSP) area, which includes the proposed project site of the Sacramento Valley Station, and is encompassed in five environmental documents:

- Railyards Specific Plan EIR, **SCH No. 2006032058** (certified November 2007);
- Sacramento Intermodal Transportation Facility Tier 1 and Tier 2 Environmental Assessment and Section 4(f) Evaluation (published August 2009);
- Addendum to the Railyards Specific Plan EIR (certified April 9, 2012);

- Railyards Specific Plan Update Subsequent EIR, **SCH No. 2006032058** (certified October 2016), and;
- Central City Specific Plan EIR, **SCH No. 2017022048** (certified April 19, 2018).

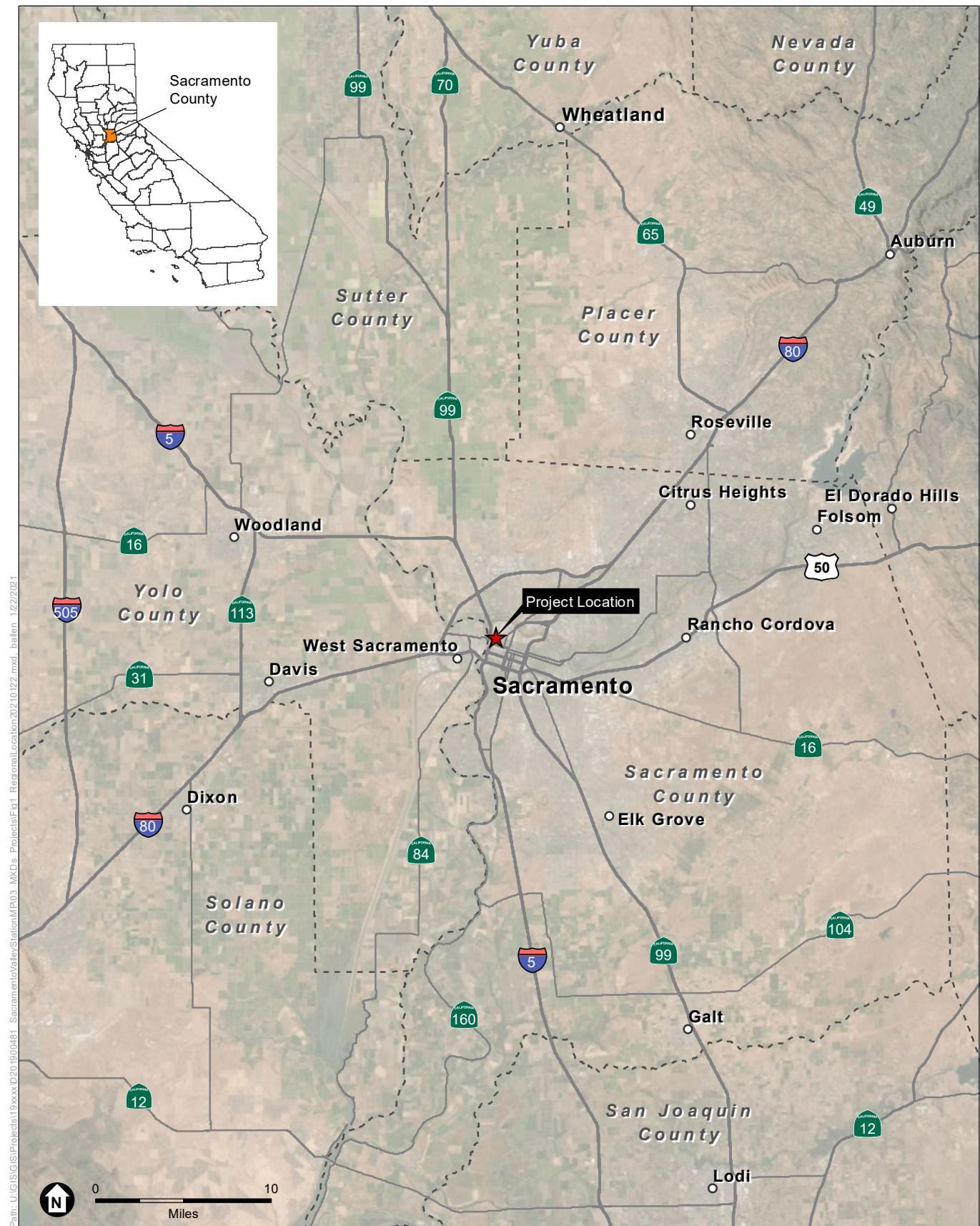
This environmental checklist has been prepared to determine whether any additional environmental review would be required for the City to consider adoption of the proposed changes to the Railyards Specific Plan Update. This analysis considers whether the Sacramento Valley Station Area Plan project or environmental conditions that exist today have changed such that new or substantially more severe environmental impacts would occur compared to those evaluated in the 2007 EIR, the 2012 Addendum, and the 2016 SEIR.

## Project Location

The project site is located in Sacramento, California, approximately 80 miles east of San Francisco and 85 miles west of Lake Tahoe. Sacramento is a major transportation hub, the point of intersection of transportation routes that connect Sacramento to the San Francisco Bay area to the west, the Sierra Nevada mountain range and Nevada to the east, Los Angeles to the south, and Oregon and the Pacific Northwest to the north. The City is bisected by a number of major freeways including Interstate 5 (I-5) which traverses the state from north to south; Interstate 80 (I-80), which provides an east-west connection between San Francisco and Reno; and U.S. Highway 50 which provides an east-west connection between Sacramento and South Lake Tahoe. The Union Pacific Railroad (UPRR) also transects Sacramento. Amtrak operates state-funded daily intercity passenger rail service and interstate trains from the Sacramento Valley Station at the southern end of the Railyards Specific Plan Area (RSP Area), and links Sacramento to the Bay Area, the Central Valley south to Bakersfield, Amtrak regional bus connections throughout northern California, and points north and east. **Figure 1** shows the location of the project site in the Sacramento region.

The RSP Area is a 244-acre site that is roughly bound by North B Street and the water treatment plant to the north; the Sacramento River to the west, I Street and H Street to the south; and 7<sup>th</sup> Street, the UPRR tracks, and 12<sup>th</sup> Street to the east. The RSP area is located just north of the City of Sacramento's Central City community, between the downtown Central Business District and the River District, near the confluence of the American and Sacramento rivers, as depicted in **Figure 2**.

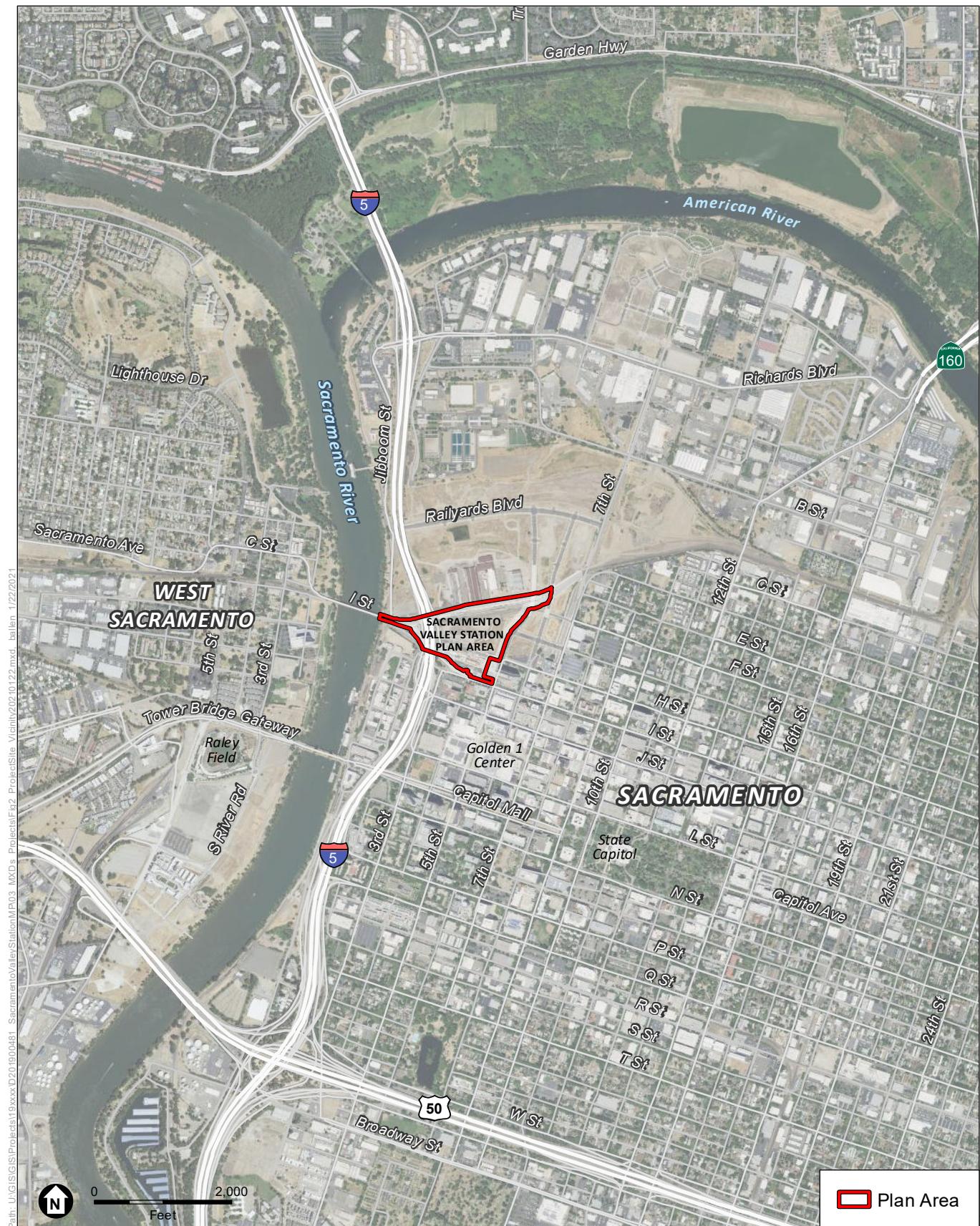
The Sacramento Valley Station project site is located within the RSP area. The project site includes four parcels – APNs 002-0010-071, 002-0010-065, 002-0010-028, and a subset of APN 002-0010-076, also defined in the RSP as Lots 38, 39, and 40, respectively – which encompass the existing Sacramento Valley Station (SVS, historic station); parking lot; Amtrak operation areas; the undeveloped land between the SVS and the Union Pacific Railroad (UPRR) tracks; and the area of undeveloped land west of 5th Street, north of H Street and south of the UPRR tracks. APN 002-0010-028, which contains part of the West Parking lot is owned by the State of California.



SOURCE: USDA, 2018; Esri, 2018; ESA, 2021

Sacramento Valley Station Area Plan

**Figure 1**  
Regional Location



SOURCE: USDA, 2018; Esri, 2012; ESA, 2021

Sacramento Valley Station Area Plan

**Figure 2**  
Project Vicinity

The approximately 35-acre project site is immediately north of the Central Business District; north and west of the Alkali Flat neighborhood; northeast of Old Sacramento; east of the Sacramento River and Interstate 5 (I-5); south of the Central Shops District in the RSP Area; and North B Street and its adjacent commercial and industrial uses, as depicted in **Figure 3**.

## Background

### 2007 RSP EIR

The 2007 Railyards Specific Plan (2007 RSP) included analysis of proposed Transportation Use (TU) on Lots 38 and 39 and Office/Residential Mixed Use (ORMU) on Lot 40. **Table 1** shows the land use designation and allowable uses for the project site, analyzed in the 2007 RSP EIR.

The TU designation in the 2007 RSP was intended to provide for transportation-related and transit supportive uses associated with the Sacramento Intermodal Transit Facility (SITF) to encourage transit ridership as appropriate in a dense urban environment. Previous development plans associated with the SITF would have included retail, office, hotel, residential and other uses that would capitalize on the transit opportunities. Although the SITF was also a multi-modal transit hub, the SVS project is the reimagined project for this site to provide a multi-modal transit hub, with supporting adjacent uses.

**TABLE 1**  
**2007 RAILYARDS SPECIFIC PLAN LAND USE DESIGNATIONS AND ALLOWABLE USES**

Use	Allowed Uses	Residential Development Density	Non-Residential Development Density
Transportation Use (TU)	<p>Land uses that are supportive of the SITF facility operations and are intended to serve intercity passengers, including:</p> <ul style="list-style-type: none"> <li>• Residential, commercial, such as retail, office, hotel, residential and other uses.</li> <li>• Other forms of dense development that will encourage transit ridership and are appropriate for dense urban environment.</li> </ul>	N/A	N/A
Office/Residential Mixed-Use (ORMU)	<ul style="list-style-type: none"> <li>• Office, residential, and commercial uses, such as hotel, supporting retail and other uses.</li> <li>• Education uses, museums, and other similar public uses.</li> </ul>	Where maximum build-out of office use does not occur on a parcel, residential and other uses may also be developed on the parcel. In such cases, all uses must "fit" within the maximum square footage allowed by the FAR while also not exceeding a 230 du/ac maximum. Residential units not combined with office uses are subject only to the du/ac maximum.	Maximum FAR of 8.0

Source: City of Sacramento, 2007. Sacramento Railyards Specific Plan. Chapter 5, Land Uses. Resolution Number 2007-908. Approved December 11, 2007.



**Figure 3**  
Project Site

The purpose of the Office/Residential Mixed-Use (ORMU) land use designation was to provide office, residential, hospitality and supporting retail uses in sections of the Railyards adjacent to the Central Business District. The ORMU designation allowed for a broad range of mixed uses, including office, service, residential, and commercial uses, such as hotels, supporting retail and other uses. The 2007 RSP located the majority of office space in areas designated ORMU, concentrated in proximity to the City's existing Central Business District. The ORMU designation was shown along 5th, 6th, and 7th Streets south of Railyards Boulevard. Educational facilities, museums, theatres, and other public uses are allowed in this land use designation. The 2007 RSP located the majority of the ORMU uses in the southern and central portions of the Specific Plan Area.

The 2007 RSP applied a net maximum floor-area-ratio (FAR) of 8.0 to all development types on each site designated ORMU with the exception of residential units and hotel rooms. If a developer is developing a mixed-use office and residential project, then all uses must "fit" within the maximum square footage allowed by the FAR for that site, while not exceeding a 230 du/ac maximum. Residential units that are not combined with office uses would be subject to the units per acre maximum, but not the FAR for that site. Under the RSP, a maximum of 2,100 dwelling units, 2.4 million sf of office space, 160,000 sf of commercial space and up to 1,100 hotel rooms could occur within the ORMU.

## 2016 Railyards Specific Plan Update Subsequent Environmental Impact Report

The 2016 Railyards Specific Plan Update (RSPU) continued to reinforce the vision of the Railyards as an extension of the downtown, resulting in a variety of changes to the 2007 RSP. The zoning designations within the Railyards planning area were replaced with special planning district zoning based on existing zones that are included in the City's Planning and Development Code: Central Business District (C-3 SPD), General Commercial (C-2 SPD), Limited Commercial (C-1 SPD), Hospital (H SPD), and High Rise Residential (R-5 SPD). The RSPU established assumed levels of development for the RSP Area as a whole, which were analyzed in their entirety in the RSPU Subsequent EIR (SEIR). Lot 40 was rezoned to C-3 SPD, and specific development assumptions were made for that parcel in the RSPU SEIR. As it pertains to the project site, Lot 38 was as Public/Quasi-Public and zoned M-2 SPD with transit related uses and lot 39 was designated TC SPD. No development capacity was specifically attributed to these lots, as shown in the RSPU SEIR Appendix M, and development of Lots 38 and 39 with transit-supportive uses was not explicitly included in the RSPU SEIR analysis. However, development of Lots 38 and 39 with transit-supportive uses was assumed within the background development assumptions that were derived from the SACOG 2012 MTP/SCS, and buildout of those assumptions was carried forward into subsequent MTP/SCS iterations, including the SACOG 2016 MTP/SCS. Thus development of the project site was assumed in the RSPU and the impacts from this development were included in the analysis contained in the RSPU SEIR, which relied on the same development assumptions that were included in the SACOG 2016 MTP/SCS.

A total of 103.68 acres of the RSP Area were designated C-3 SPD. The C-3 SPD land use designation allows residential densities up to 450 units per acre, and non-residential development

between a FAR of 3.0 and 15.0. The C-3 SPD allows all uses normally permitted in the C-3 zone with the exception that the following uses would be prohibited: auto-service, repair; check-cashing center; correctional facility; and gas station. There are no height limits, except as specified on certain parcels around the Depot, the Central Shops Historic District, the Riverfront, and adjacent to the Alkali Flat neighborhood. Within the C-3 SPD designation, the maximum street-wall height is generally 65 feet, except in areas that are adjacent to the Central Shops Historic District where the street-wall height limit is equal to the maximum height of existing buildings in the Central Shops, and along Railyards Boulevard where the street-wall maximum is 85 feet.

The overall development capacity of the Area Plan area as described in the RSPU is shown in Table 2. Based on existing code, the height, density, and floor-area-ratio limits for both TC SPD and M-2-SPD and C-3-SPD are the same (Sacramento City Code 17.440.100(C)). There are no maximum height limits in these zones. Density limitations are between 61 and 450 dwelling units per acre. The allowable FAR is between 3.0 and 15.0.

The RSPU also included policies and zoning assumptions in anticipation of development of the Sacramento Valley Station Area Plan (SVSAP). The RSPU (page 3-9) describes zoning for the M-2 Heavy Industrial and TC uses (Lots 38 and 39) as allowing for transportation-related and transit-supportive uses associated with the previously-anticipated SITF, as well as other forms of dense urban development that are commonly found in central city settings. The RSPU considers residential and commercial uses, including retail, office, and hotel, as uses that are supportive of the SITF facility operations and are intended to serve intercity passengers. According to Sacramento City Code 17.440.100(A), allowable uses in M-2 and TC zones, within the RSP Area include: auto rental, cinema, commercial service, dwelling and multi-unit dwellings, hotel and motel, office, restaurant, and retail uses.

**TABLE 2**  
**PREVIOUSLY ANALYZED DEVELOPMENT FOR THE SACRAMENTO VALLEY STATION AREA PLAN SITE**

Lots	Acres	Land Use Designation	Zoning	Previously Analyzed Development			
				Residential (Units)	Office (SF)	Retail (SF)	Hotel (Rooms)
38	16.78	Public Quasi-Public	M-2-SPD	0	0	0	0
39	15.34	Public Quasi-Public	TC-SPD	0	0	0	0
40	1.93	Central Business District	C-3-SPD	0	124,331 to 175,335 sf	0	0
NOTES:							
- Based on Land Use/Density Allocation for the RSPU – 6,000 Housing Units and 10,000 Housing Units Scenarios.							
Source: City of Sacramento, 2016. Railyards Specific Plan Update, KP Medical Center, MLS Stadium, and Stormwater Outfall Subsequent Environmental Impact Report (SCH #2006032058). Appendix M. Certified November 10, 2016.							

The RSPU SEIR supplemented and updated the analysis presented in the 2007 RSP EIR. The RSPU SEIR identified updates to the land use plan and policies in the RSPU and analyzed the impacts. Lots 38 and 39 retained their planned land use from the 2007 RSP. The RSPU SEIR assumed the same impacts from development of those lots as was anticipated in the 2007 RSP EIR. In both the 2007 RSP EIR and the RSPU SEIR, the City anticipated that those lots would be developed for transit and transit-supporting uses such as residential, office, retail, and hotel uses. However, the specific programming of the project site was planned to be undertaken by the City at a later time, and specific development assumptions for Lots 38 and 39 were not made in the RSPU SEIR.

## Sacramento Valley Station Area Plan

The City of Sacramento has developed the Sacramento Valley Station Area Plan (Area Plan), which projects the City's long-term goals for development of the Area Plan area within the RSP Area. The Area Plan does not function as a land use planning document or establish land use policies such as zoning, general plan land use, or development standards. Instead, the Area Plan identifies the City's preferred development scenario for areas of City-owned, and privately-owned land, within the Area Plan area, identifying the type of development that the City would prefer to see occur around the proposed Sacramento Valley Station development.

The Area Plan is the guideline for Phase 3 of the Sacramento Valley Station project. A priority for the Area Plan is to build on the earlier phases and the Sacramento Railyards (Railyards) improvement efforts to date, including the City's street and infrastructure improvements. The SVS is a subarea of the larger Railyards special planning district and occupies the majority of the sub-district called out as the Depot District in the 2016 RSPU. The SVS is also called out as a Transit Priority Area (TPA) within the 2016 RSPU.

The Area Plan envisions development of the following components within the Area Plan area:

- Sacramento Valley Station:
  - Bus Mobility Center
  - Light Rail Station
  - Passenger Rail Station
  - Elevated Platform Bridge Connection to the Railyards
  - Open Space: Transit Plaza; and
  - Associated Transportation Infrastructure
- Residential High Rise Development
- Office High Rise Development
- Commercial Uses

- Hotel Uses; and
- Open Spaces: Civic Plaza Park, Viaduct Park, Regenerative Garden, Transit Plaza, Paseo, 5<sup>th</sup> Street Plaza.

Of the plan components identified above, some are in areas or have limitations that require input and approval from non-city agencies, including Sacramento Regional Transit, passenger rail operators, Caltrans, California State Parks, FTA (Federal Transit Administration), CPUC (California Public Utilities Commission), private land owners or developers, and various agencies for which the City would seek future grants to fund specific components.

The Area Plan includes an elevated platform bridge that would cross the UPRR tracks providing direct access to the railyards through the SVS. The City has indicated, that consideration of this component is in the distant future and is neither seeking funding or approval of this component in the near future.

Viaduct Park is identified to be developed in the west portion of the Area Plan area and would include a Regenerative Garden, playground, rock climbing area, skate park, and feature plaza. Civic Plaza Park is proposed for the parking area on the south side of the historic station, between the historic station and I Street. The Transit Plaza would be developed in the space between the proposed transit center and the historic station. The City has indicated that grant funding is not available for these components and they do not intend to proceed with this development in the near term.

The Area Plan includes the development of an elevated bridge from the upper level of the SVS to the elevated portion of 5<sup>th</sup> Street at F Street as designated in the Tentative Map. The City intends to develop a wider plaza space within this elevated easement at a future time to address the constraints for vertical clearances over the light rail tracks. However, current consideration is for a 16-feet wide bicycle and pedestrian path within the existing easement. A future expansion of the 16-foot wide path would be subject to future negotiation between the City and the landowner.

The Area Plan includes improvements to the historic station that would proceed following a re-organization of Amtrak district operations for regional operations, which is anticipated to occur at a future time. The City is unable to control or specify the timeline for operational changes nor a timeline for commencement that would allow for a transition to new uses proximate to the historic station.

The City anticipates a mix of allowable transit-supporting uses consistent with the zoning, land use designation, and special planning provisions for the plan area. The proposed Area Plan envisions these transit-supporting uses to include residential, office, commercial, and hotel, within the blocks to the east and west of the proposed new station complex. The City is unable to identify the specific uses to be developed on each block and there are no existing or eminent development applications.

The proposed Area Plan would include development of the Sacramento Valley Station Transit Center and associated circulation components of the Sacramento Valley Station Area Plan and

anticipated private development of adjacent areas within the Area Plan area, including the privately owned Lot 40. The proposed project, analyzed within this Addendum, only reflects specific transportation-related elements contained within the overall SVS Area Plan.

## Project Elements

### Sacramento Valley Station

The City proposes to construct the new transit center, an approximately 275,600-square foot, multi-modal transit center (proposed transit center) in the area between the existing historic station, and the UPRR tracks to the north of the existing station. The proposed transit center would be a multi-level structure that would include station facilities for passenger rail, light rail, bus transit, and bicycles (see **Figure 4**). The proposed transit center would also include commercial uses and amenities that would be intended to serve transit riders and users from surrounding areas, including approximately 18,000 square feet of retail space. **Table 3** summarizes the distribution of uses within the proposed transit center.

**TABLE 3**  
**PROPOSED TRANSIT CENTER SPACE DISTRIBUTION**

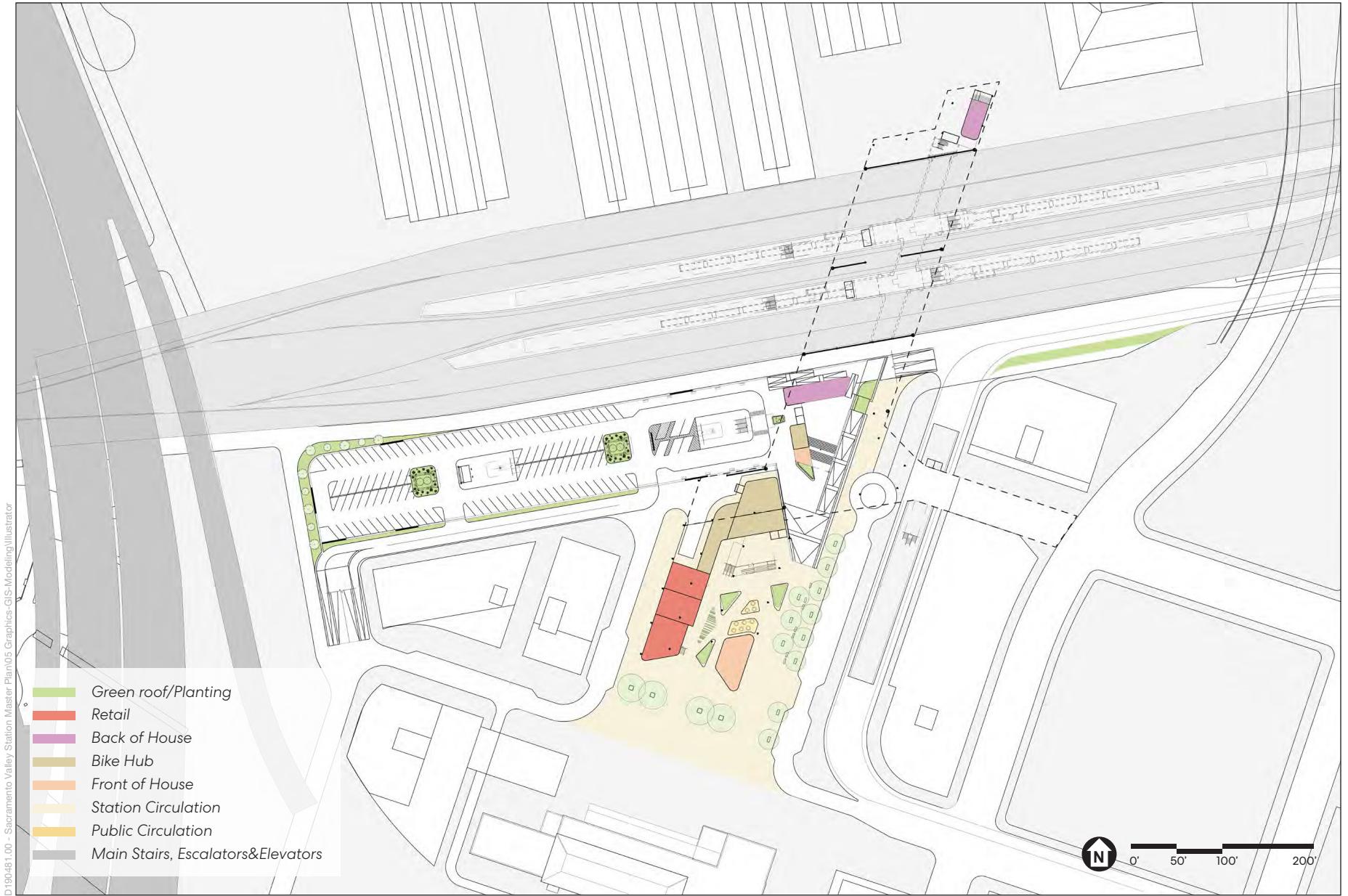
Designated Use	Use Description	Gross Floor Area (Square Feet)
<b>Front of House (FOH)</b>		
Ticketing	<p>Ticketing includes: Cash and Recon, Ticketing Sales, Customer Service/Information, Baggage and Handling, and Passenger processing area (security check and fare gates).</p> <ul style="list-style-type: none"> <li>• 500 SF in Bus Facilities</li> <li>• 2,000 SF in Station Concourse</li> </ul>	2,500
Restrooms	<ul style="list-style-type: none"> <li>• 600 SF in Bus Facilities</li> <li>• 2,000 SF in Station Concourse</li> </ul>	2,600
Ticketed Concourse	<p>Concourse and Seating</p> <ul style="list-style-type: none"> <li>• 15,000 SF in Bus Facilities</li> <li>• 40,000 on Station Concourse</li> </ul>	55,000
Retail	<ul style="list-style-type: none"> <li>• 13,000 SF Retail in Plaza</li> <li>• 5,000 SF Retail in Station Concourse</li> </ul>	18,000
<b>Back of House (BOH) Support</b>		
Administrative Areas	<p>Staff Administrative functions include: Offices; Conference Rooms; Training/Briefing, Break Rooms; Security Office; Restrooms; Break Rooms; Storage: Lost &amp; Found, Attick Stock, Machinery, Vehicles, and Janitorial, Loading, Receiving, Supply; Trash, and BOH Circulation:</p> <ul style="list-style-type: none"> <li>• 1,300 SF in Bus Facilities</li> <li>• 11,000 SF in Station Concourse</li> </ul>	24,000
Back of House (BOH) Systems	<p>Mechanical Rooms, Electrical Rooms; Station Communication Rooms and UPS; FACP and Fire Pumps; Main Signal Room; Core System Communication; Reclaimed Water Storage; Circulation; Electrical Yard:</p> <ul style="list-style-type: none"> <li>• 1,700 SF in Bus Facilities</li> <li>• 11,000 SF in Station Concourse</li> </ul>	12,700

**TABLE 3**  
**PROPOSED TRANSIT CENTER SPACE DISTRIBUTION**

<b>Transportation</b>		
Bicycle Hubs	Bicycle Parking Storage, Retail and Repair, Bicycle Lockers, Restrooms, and Showers: • 3,200 SF in Bus Facilities • 2,200 SF in Station Concourse	3,200
Bicycle Path		8,100
Bus	Bus Operator's Breakroom; Bus Operator's Restrooms; Bus Plaza; Busways: • 95,000 SF in Bus Facilities	95,000
LRT	LRT Platform: 14,000 SF in Station Concourse	14,000
Parking		50,000
<b>Total</b>		<b>275,600</b>

The proposed transit center would be an approximately 60-foot-tall, three-story structure that would occupy space to the north of the historic station, and utilize and expand the existing subgrade passenger rail ramp and platform accesses. The proposed transit center would be separated from the historic station by a ground-level open space area designated as the transit plaza. The ground level of the transit center would include a two-level Bus and Mobility Center (BMC) and new light rail station. As described in the project background discussion, above, the upper concourse level intended to span over the UPRR tracks and provide a pedestrian link to the Central Shops District in the RSP Area to the north is not included as part of the proposed project. The proposed project would include an elevated pedestrian link to the elevated portion of 5th Street to the east. The BMC would consist of an upper level bus circulator with 18 bus loading areas, and a lower mobility level for regional shuttles, bike facilities, and approximately 116 parking spaces. Proposed commercial space would be located on the ground level of the proposed transit center.

The subgrade tunnel would include a new entrance at the north terminus with stairs and a ramp to connect to the open plaza in the historic shops district, with future elevators to the upper overhead concourse.



SOURCE: Sacramento Valley Station Master Plan, 2020

Sacramento Valley Station Area Plan

**Figure 4**  
Conceptual Rendering of the Proposed Multi-Modal Transit Station

## **Bus and Mobility Center (BMC)**

The proposed BMC along with the relocation of Sac RTD station and tracks (subject of a prior CEQA approval) will be the first phase of the proposed SVS Transit Center, identified in the Area Plan as Phase 3.1. As the initial phase of the ultimate Transit Center, certain circulation paths will have some in-efficiencies until final buildout and those are noted.

The BMC is proposed to be located in the western section of the proposed transit center and would include 18 slot bus bays with a large canopy cover at the raised Bus Plaza Level and parking facilities at the subgrade Mobility Level. The Bus Plaza Level would be constructed approximately 7.5 feet above existing grade and the Mobility Level would be constructed at approximately 5 feet below grade, which allows for vertical and horizontal clearances requirements to adjacent infrastructure. The existing tunnel level is approximately 15 feet below existing grade, which currently provides passenger and access to and from the UPRR tracks to the north. The retaining wall at the bottom of the existing pedestrian ramp and immediately adjacent to the tunnel entrance, would be modified to accommodate access to the subgrade Mobility Level and other facilities within the proposed transit center. The lower level includes restrooms, storage, mechanical room, and a 1,500-square feet repair and storage facility that could be expanded to the 2<sup>nd</sup> level for additional bike storage. All levels of the BMC would be accessed by some modifications to the existing ADA-compliant ramps and additionally from ADA-compliant ramps from the bike/pedestrian trail on the north side of the BMC (see description below). The Bus Plaza Level would be sheltered by a 30,000-sf canopy that would carry a 13,000 sf array of solar photovoltaic panels, to generate power for the proposed transit facility.

Design for the BMC provides 18 slot bus bays for short-duration dwell times and would provide the capability to accommodate a maximum of 20-minute layovers, for end-of-route operator breaks. Ten of the proposed slot bus bays would be equipped to provide short duration electric vehicle charging. The bus station within the BMC is designed as a circulator, that provides easy merging of buses with a perimeter bus lane, circulating clockwise, to ramps at the west and east ends to ingress and egress from both the east (F Street) and the west (3rd Street, ultimately, H Street interim).

The BMC is designed for efficient movements for passengers transferring between transit modes. The future volume of rail-bus transfers is anticipated to be significant and the proposed bus structure would be oriented directly adjacent and parallel to the rail station platforms in an east/west direction to accommodate such transfers. The Bus Plaza Level is comprised of a center island for bus-passenger loading with curbside angled slot-bays Passengers would access the center island via elevators and stairways from multiple connecting points to other transit modes or surrounding areas.

Passengers transferring between rail and regional bus would access the Bus Plaza Level from the south end of the existing passenger tunnel (Steve Cohn Passageway), through stairs or elevator accesses, facilitated by modification of west wall directly south of the tunnel entrance, as described above. Light Rail passengers would exit the south end of the LRT platform and use a marked pedestrian crossing, proceeding west to the existing small plaza (known as Midway Plaza) and descending to the Mobility Level to access stairs and elevators. (Phase 3.2 will provide

the LRT platform direct access to the Bus Plaza Level via the overhead concourse). Access for passengers arriving by transportation network companies (TNC), such as Uber or Lyft, or private drop-off, would follow the route of LRT patrons. Pedestrians and cyclists will enter the BMC from the similar point via the Midway Plaza; as well as the new Class I High Bridge Trail on the north side of the BMC via an ADA accessible ramp; and also from the Railyards Central Shops Plaza via a new stair and ramp, connecting the passageway and south to the lower foyer of the BMC.

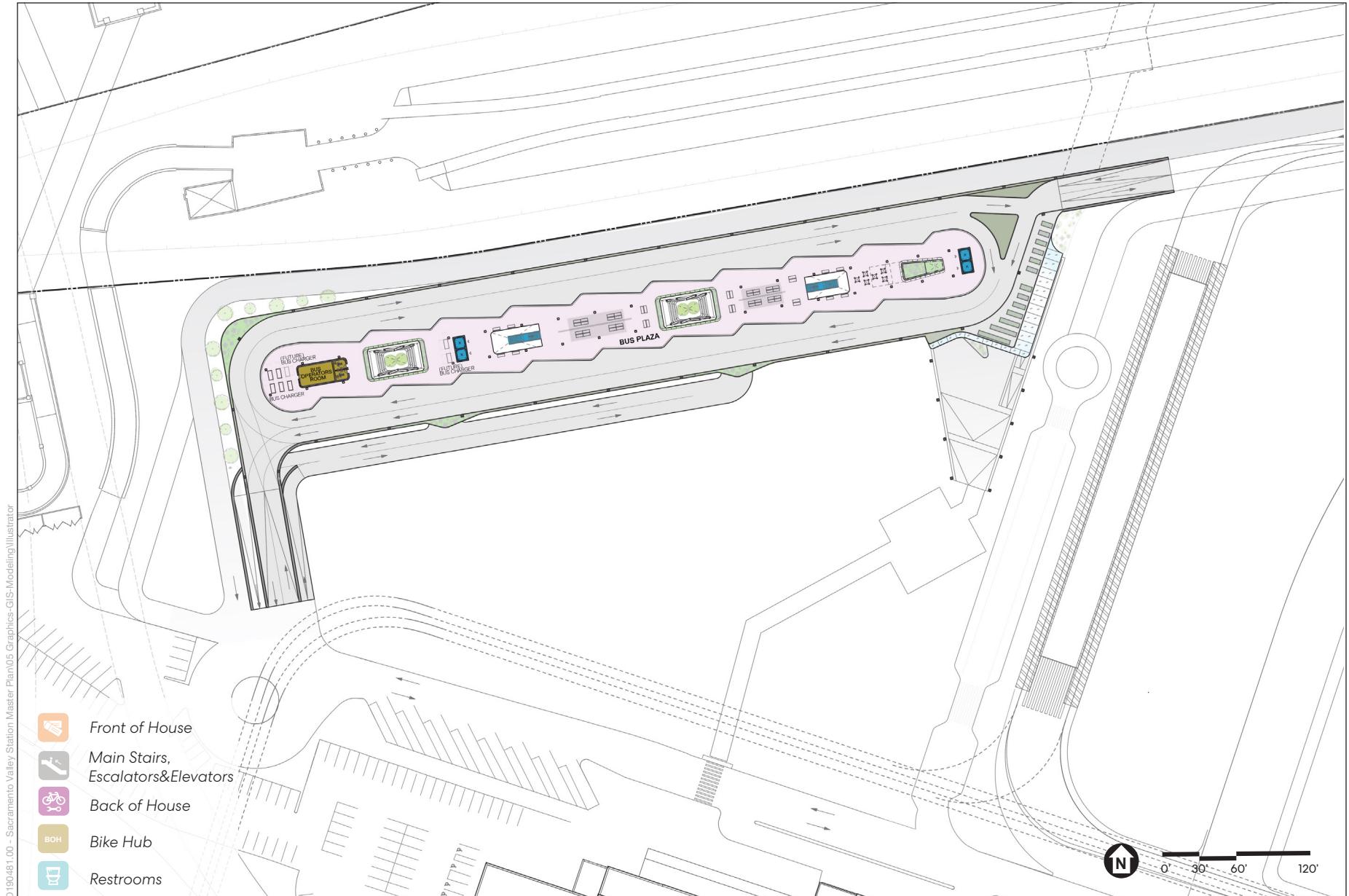
The subgrade Mobility Level of the Bus Mobility Center, is set at an elevation to ensure clear height clearance for anticipated 21 person electric shuttles. As shown in **Figure 5**, the Mobility Level would be designed to use the east one-third of the level as a dedicated pick-up/drop-area for vans and shuttles for services such as Paratransit, Natomas Jibe, RT SmaRT ride. A counter-clockwise circulation ensures passengers will be isolated from vehicular movement from the curb to bus and rail connections.

The Mobility Level would include approximately 116 parking spaces that would be EV-charging equipped with an initial 20 percent EV served. The initial use for this level is to be a fee parking area for primarily transit users, with weekend and after-hours availability that could accommodate Railyards events just north of the tracks. Car share may also be part of the use program. As development on the SVS site and elsewhere in the RSP Area is constructed, the Bus Plaza Level would serve as a district parking area for the built development, possibly with a focus on car-share parking.

### **Tunnel North Entrance**

The existing subgrade passenger tunnel would continue to provide pedestrian access between the historic station and the two double-sided passenger rail platforms at ground level. The tunnel is currently accessed from the south with a single long ramp that connects a pedestrian walkway to the historic station and currently crosses SacRT storage tracks that would be relocated in Phase 3.1. Bicycles are permitted along the walkway and tunnel with dismounting of the rider. Emergency egress from the existing passenger tunnel is also provided at the north end, with stairs connecting to a defined refuge area at grade on private property, with easement agreements between the City and property owner.

An element of the SVS project, which would be implemented as a phased improvement, is the addition of permanent stairs, an accessible ramp, escalators and elevators at the north end of the existing tunnel. These improvements would provide direct pedestrian access from the Transit Center, historic Depot and points south of the UPRR tracks to the Central Shops Plaza in the RSP Depot District area, to the north of the UPRR tracks. The configuration of these facilities would take into consideration the location of a future set of elevators, escalators and stairs, that would connect the lower level to the plaza level and future upper concourse level. The initial phase (stairs and ramp) of these pedestrian facilities at the north end of the Steve Cohn Passageway was awarded funding through the 2020 Transit and Intercity Rail Capital Program (TIRCP) grant program, and the City is coordinating the project delivery with the property owners of the Railyards.



SOURCE: Sacramento Valley Station Master Plan, 2020

Sacramento Valley Station Area Plan

**Figure 5**  
Conceptual Rendering of the Bus Mobility Center

## **Light Rail Transit Station**

The proposed light rail transit center (LRT Station), located in the eastern section of the proposed transit center, would be a passenger loading platform with a north/south orientation, with light rail tracks along the east and west sides of a central platform. The initial access to the LRT Station would be an at-grade access to the south end of the platform. Americans-with-Disabilities-Act-compliant ramps would be included at the south end of the platform. The future primary passenger access to the LRT station would be from the concourse level of the proposed transit center and a future 80-foot wide plaza entrance from 5th Street at G Street through Lot 40, identified in the Area Plan as the 5<sup>th</sup> Street Plaza. This plaza entrance connecting 5<sup>th</sup> Street to the LRT Center would ascend over the light rail tracks, with slopes compliant with Americans with Disabilities Act (ADA), to the required elevation of the concourse over the tracks. Building entrances for Lot 40 at the intersection of 5th Street and G Street, may be provided along that plaza concourse. The Sacramento Regional Transit District (SacRT) issued a mitigated negative declaration (MND) for this configuration in 2016 (SCH# 2016032084).

Light rail trains would enter and exit the LRT Center to and from F Street and H Street to the east, which would require reconfiguration of the existing LRT tracks and platform to the north of the historic station, and track locations through surrounding neighborhoods.

## **Transit Center Passenger Loading**

Currently, passenger loading areas (vehicular pick-up/drop-off) are at the southern front of the historic station. A westbound lane from 5<sup>th</sup> Street crosses the Railway Express Agency (REA) property and becomes two lanes in front of the station for access to two 75-ft-long designated passenger loading zones and short term parking. Vehicles exiting the passenger loading area can exit by a turnback lane around a center island of parking to a right-only turn onto I Street, or vehicles can continue through the parking lot eastbound and turn left to two exit lanes onto 5th Street, northbound or southbound. Ingress and egress from 5<sup>th</sup> Street is via a curb-cut entrance. This area is currently highly congested during peak hours, causing vehicles to constrain the parking lot entrance at 5<sup>th</sup> Street and at times impact northbound traffic on 5<sup>th</sup> Street. Additionally, the daily peak demand results in the use of the through lane as passenger loading across the entirety of the station front and often in front of the REA building. This effectively creates an added 200-300 ft of non-compliant passenger loading which also impacts the fire and emergency access during peak periods.

The project proposes to maintain the current access in front of the station and REA building, and add a new exclusive passenger loading street between the existing passenger tunnel rampway and the proposed north/south aligned light rail station. First, H Street between 6<sup>th</sup> Street and 5<sup>th</sup> Street would be converted to one-way, westbound only traffic. Then, the new passenger loading street would be accessed from the intersection of 5<sup>th</sup> Street and H Street, just south of the light rail alignment. Vehicles would enter westbound along H Street and turn northerly in a one-lane-each-way drop-off and pick-up zone with an end point turnaround at the northern end of the street. This configuration would provide passenger loading/unloading on two sides of the carriage lanes and would provide direct access to both the Light Rail Center, BMC, and passenger rail. This access would also provide a roll-curb at the turnaround for emergency vehicles to continue north beyond

the roundabout to access the northern edge of the facility. A vehicle control device would be provided to prevent non-emergency vehicles from circulating north of the roundabout.

## **Outdoor Amenities**

### **Bicycle Facilities**

The City Bicycle Master Plan calls for a Class IV Separated bikeway along the southern side of the current track alignment through the project site. The City's Bicycle Master Plan identifies this proposed path as a connection from the Class I bike path along the Sacramento River to F Street.

The proposed project would construct the segment of the proposed bicycle path – the High Bridge Trail – as a Class I trail from just west of the I-5 overpass to a point under the 5<sup>th</sup> Street overpass where it transitions to a Class IV-buffered facility to F Street. East of F Street, it is to become a Class II bikeway as it proceeds to the east through the Central City.

The City's Active Transportation Commission passed a motion, forwarding to City Council, the recommendation to amend the Bicycle Master Plan to reflect the proposed Amended Railyards Specific Plan bikeway network at the August 2020 meeting. These amendments included an additional Class I bikeway along the southern edge of the project area, beginning at the northwest corner of 5<sup>th</sup> & I Street, proceeding westerly through the site, and through the proposed Viaduct Park, to connect with the American River Bike Trail. Other Class I bikeways on the site would provide connection between this southern alignment and the High Bridge Trail, as well as connections to 2<sup>nd</sup> Street and the existing bikeway through the West Tunnel to the Railyards.

Secure bike storage is currently provided onsite, with 140 spaces in either no-fee or fee-based facilities. For-rent bike stations add approximately 45 additional spaces at the historic station. The new facility would add additional secure rack locations for convenience in addition to the bike center in the BMC, as described above.

### **Viaduct Park**

The Viaduct Park would be shaded by the elevated freeway. The park would provide active recreation opportunities for the community and would be programmed as a community park. This park would serve as a bridge between the Riverfront activities to the west and the urban plazas to the east. All programs and activities in the park must be authorized by and comply with Caltrans Principles for access to state infrastructure and be sufficiently flexible to accommodate change if the infrastructure of I-5 freeway system is modified in the future. Public restrooms may be installed in this area, with proper coordination with utilities. Location and installation of restrooms would be coordinated with Caltrans. Shade tolerant plants which are complementary to existing vegetation may be planted in this area.

Primary elements of the Viaduct Park may include, but are not limited to, dog park, playground, rock climbing area, skate park, sports courts (i.e., basketball, futsal, pick ball, etc.), art installations with lights and murals, rain gardens, xeriscape planting areas, pocket parks with

seating, interpretive walks and public restrooms. It would also support the City's network of shared bike/pedestrian paths.

### **Transit Plaza**

The Transit Plaza would be located in the space between the proposed transit center and the Historic Station. The plaza would be anticipated to include hardscape plaza featuring paving, shading structures, retail spill-out area and pocket gardens with flow-through planters. The Area Plan calls for the layout and design of the Transit Plaza to enhance the linear connection between the Historic Station and the proposed transit center.

### **Civic Plaza Park**

The Civic Plaza Park would be located on the south side of the Historic Station, in the area between the station and I Street. The proposed Area Plan describes the Civic Plaza Park as potentially including an open plaza for community events, the Chinese Commemorative Garden, an interpretive walk, rain gardens, and retail spill-out areas.

### **5<sup>th</sup> Street Plaza**

The 5<sup>th</sup> Street Plaza would be an expansion of the City's elevated easement across Lot 40, intended to connect 5<sup>th</sup> Street to the elevated concourse section of the proposed transit center. The footprint of the 5<sup>th</sup> Street Plaza would include part of the future structure on Lot 40, and would require development coordination between the City and the Lot 40 developer. The plaza would include stairs and ramps to transition between the grade of the 5<sup>th</sup> Street/G Street intersection and the upper concourse of the proposed transit center. The plaza would be anticipated to include outdoor seating and rest areas. The proposed Area Plan anticipates the development of retail uses on the north and south sides of 5<sup>th</sup> Street Plaza. The plaza would include a formal landscape layout that supports the retail program.

### **Regenerative Garden and Wetlands**

The proposed Area Plan includes the integration of stormwater storage and treatment with wetlands landscape features at the Regenerative Garden and Wetlands. The primary elements of the Regenerative Gardens and Wetlands may include boardwalks, seasonal ponds, stormwater treatment and infiltration, recycled water polishing and a shared bicycle and pedestrian path connection to the I Street Bridge. The preliminary design investigation has considered the soil quality in this area that would allow for an unlined basin; however, further detailed study would be necessary.

### **Sustainability**

The proposed Area Plan has been planned based on the sustainability framework for the Living Community Challenge (LCC), administered by the International Living Futures Institute (ILFI). Among the seven performance categories, LCC certification mandates zero-carbon development with net-positive energy use and net-positive water use. The framework for buildings is the Living Building Challenge (LBC), that carries the requirements from LCC and extends

requirements for building materials to be non-hazardous and certification is made after a one-year performance period. The proposed BMC is in 30% design under the LBC.

A key sustainability feature of the proposed project would be the canopy of the BMC, which would include approximately 13,000 square feet of photovoltaic surfaces, which would be anticipated to generate approximately 286,000 kW of electricity.

## Program Level Development Review

As shown in **Table 4**, the SVS Area Plan would include programmed development of approximately 1,415,830 gross-floor-area of office, hotel, residential, and public amenity uses, consistent with the zoning and land use designation for the developable parcels adjacent to the SVS.

**TABLE 4**  
**SVS AREA PLAN CONCEPTUAL DEVELOPMENT PROGRAM**

<b>Parcels</b>	<b>Land Area (Square Feet)</b>	<b>Gross Floor Area (Square Feet)</b>							
		<b>Office</b>	<b>Hotel</b>	<b>Residential</b>	<b>Public Amenities</b>				
Sacramento Valley Station					110,000				
Lot 40 <sup>1, 2</sup>	81,300	733,400							
Hotel Parcel <sup>1</sup>	23,300		262,500						
Residential Parcel <sup>1</sup>	35,600			403,000 – 411,300 <sup>3</sup>					
Open Space									
Transit Plaza	45,100								
<b>Total Parcel Areas</b>	<b>839,000</b>								
<b>Total Gross Floor Area</b>									
NOTES:									
1. Ground Floor Retail Included in the parcel's GFA.									
2. Parking included in the parcel's GFA.									
3. Upper range accounts for ceding of right-of-way for the Riverfront Streetcar Project to the residential parcel.									
Source: City of Sacramento, 2020.									

This analysis also considers the potential development of an additional 8,300 sf of development, that may become feasible if the Area Plan is not required to provide right-of-way and accommodations for the Riverfront Streetcar Project, which has not reached approval as of the publishing of this Addendum.

These areas adjacent to the SVS and within the SVS Area Plan Area would be developed as transit-related uses, which could include residential, office, retail, and hotel uses. Table 4 shows the City's envisioned development program for the Area Plan, which includes a representative mix of anticipated uses for the development adjacent to the SVS. The SVS Area Plan would be developed over time, as additional capacity and transit-supporting uses are needed to serve transit

passengers and to expand full development of the area. The project would tie into the existing transportation grid, while also altering the configuration of existing travel pathways around the project site, to better utilize the proposed transportation hub facilities.

Under the proposed Area Plan, and pursuant to the Railyards Specific Plan, approximately 733,400 square feet of high-rise office use would be developed on Lot 40. Development on Lot 40 would be designed to accommodate the elevated easement, which the City would like to expand and utilize for construction of a future 5<sup>th</sup> Street Plaza and Transit Center entry between the proposed transit center concourse and the bridge approach of 5th Street at the intersection of G Street. This component of the SVS Area Plan is subject to future consideration and is not part of the proposed project. The design-accommodation would be anticipated to divide the above-grade development, between the northern and southern sections of the parcel. Alternatively, the configuration could be a tunnel configuration, with development bridging over the easement. The City's air-rights easement runs through the center of the parcel to a height of 14 feet above the elevated ground plane. The divided tower is preferred for massing, views, and sunlight, as reflected in the Area Plan. Development on the north side of Lot 40 may result in a tower rising out of a podium. Development of Lot 40 would be a private development project, subject to a future development application, and is described as a development envelope for the purpose of evaluating the proposed development.

Additional development pursuant to the proposed SVS Area Plan would include an approximately 403,000-sf, 350-foot-tall residential development, within Block A, to the west of the proposed transit station. Block A is approximately 11.81 acres and is anticipated to have a residential density of 344 dwelling units per acre. Block B, to the west of the historic station, is anticipated to include a 262,500-sf, 240-foot-tall, hotel development. Block B is approximately 9.62 acres. As with development of Lot 40, these developments would be constructed by private developers, and the subject of future development applications. They are described as a development envelope for the purpose of evaluating the proposed future development in the absence of a pending development application. Development on Lot 40 may take several forms, but is anticipated to consist of office uses.

## **Transportation**

The proposed transportation network for the project would integrate the project into the surrounding areas, providing connectivity to existing transportation facilities and providing pathways into and across the project site for pedestrian, transit, bicycle, and vehicle travel.

### **Vehicular Circulation**

#### **Access to Historic Station**

The existing entry and exit from 5th Street, south of the REA and Historic Station buildings will remain bi-directional, across the REA property, to provide access to existing parking on that parcel. This route will be reduced to a single westbound lane, in front of the Historic Station, to provide pick-up/drop-off access for the station users, and will continue northbound at the western

end of station to the new street in the alignment of H Street (SVS Street 2), providing access to programmed new development and the proposed Transit Plaza.

### **F Street**

The proposed roadway network would include extending F Street west onto the city parcel from the existing improvements (terminated at a point below the west side of the 5th Street overpass) to the BMC, which would provide the primary path for bus traffic to the BMC in the proposed transit center. To access the proposed LRT Station, the LRT tracks would be extended along F Street to provide a northern entry and exit point for light rail trains. LRT Tracks would be extended to the LRT Station from the existing LRT tracks at the F Street/7th Street intersection. LRT vehicle storage would occur under the 5<sup>th</sup> Street bridge. There will be only bus traffic, and no non-transit vehicular traffic, originating or terminating at the SVS facilities on this street under the Area Plan.

Additionally, F Street currently includes a Class IV (buffered) bikeway on the northern edge of the westbound carriageway. The Area Plan follows the City's Bicycle Master Plan, as updated in August 2020, which proposes to upgrade the segment of this bikeway, west of the 5<sup>th</sup> Street Bridge, to a Class I trail. The Class I trail would run along the northern edge of the BMC, over the two existing tunnels, to a connection point at the pedestrian walkway near 2<sup>nd</sup> Street. This trail is intended to connect with the American River Trail and future elevated connection to the upper deck of the I Street bridge. The trail is also intended to have a secured entry to the BMC, to access the facility via ADA accessible ramps to the Mobility Level and existing tunnel level, with elevator access to the Bus Plaza Level.

### **H Street**

The current alignment of paved roadway (SacRT Transit Easement) north of the Historic Station and west of the H Street/5th Street intersection, which currently provides bus access to existing bus loading areas, will largely be eliminated for the construction of the proposed Transit Plaza and new west access from 3<sup>rd</sup> Street in Phase 3.2. Phase 3.1 would maintain through-bus access along the transit easement with modifications to provide access to new Phase 3.1 infrastructure north of the roadway. The light rail tracks, platforms, bus stops, storage tracks, and associated infrastructure would be removed for the relocation of the light rail platform. Removal of those facilities would also allow for the development of Phase 3.1 project elements to the north of the roadway. The road segment west of the H Street/5th Street intersection would be modified for a new northward access to a pick-up/drop-off loop for the proposed transit center, located between the existing rampway to the Steve Cohn Passageway to the west, and the proposed LRT station to the east. LRT tracks in H Street would be realigned to turn north into the proposed LRT station, just west of the H Street/5th Street intersection along the western edge of Lot 40, fully separated from vehicular traffic. Bus service would continue through to the existing bus turnaround where modifications to the outside curb would allow access to the BMC, as described above. The existing 8-bay bus loading area would cease to function for passenger loading but may remain for bus layover parking as an interim use. The raised pedestrian roadway crossing and striping would

remain for designated pedestrian crossing between the historic station and the transit facilities to the north and to light rail to the east.

### **3rd Street**

The SVS Area Plan anticipates that 3rd Street would extend north into the project site from I Street in Phase 3.2, after the construction of the BMC; this configuration would not require improvements to the I-5 onramp. This anticipated roadway would provide bus transit access to the proposed BMC. This roadway may also provide vehicular access to the future residential tower and hotel.

The proposed SVS Area Plan further envisions that the northbound I-5 on-ramp from I Street would be reconfigured or eliminated, as a future project that would tie in with the Area Plan and improve regional bus access between the BMC and the interstate highway system. The City has received funding to study this project and will proceed with consultation with Caltrans as an independent project. The proposed Area Plan is configured in such a way that an extension of 3rd Street to the north, from I Street, would provide access to the proposed BMC and subgrade parking areas, as well as providing additional roadway access to the programmed hotel and residential uses in the future.

### **Internal West Side Streets**

The west side street network would be constructed in phases. Street 4 would be constructed to access the lower Mobility Level in Phase 3.1 and will necessitate the reconfiguration of the existing drainage basin, which has been reviewed by City Department of Utilities and DTSE. A pair of ramps connecting to sub-grade Street 4 flank the central ingress and egress ramps to the upper Bus Plaza Level. The ground plane will be graded down to the lower street elevation. The south side of the street would have a sidewalk with bio-retention planters and street trees.

### ***Parking***

The proposed Area Plan anticipates a significant reduction in parking due to the robust transit access to the site. As discussed as part of the proposed project, the BMC would provide approximately 116 parking spaces, all of which would be anticipated to be EV capable. The Area Plan does not allow any surface parking or on-street parking. The existing Depot parking lot (City Lot 293) currently has 333 surface parking spaces. As a result, Lot 293 would be eliminated under the Area Plan.

This site would be adjacent to a 1,200 - 1,500-space garage to be constructed by a private developer in the RSP Area. This parking, along with the City's Old Sacramento Waterfront garage at 2nd Street would serve as supplemental long-term parking, particularly if a shuttle system to the proposed transit center is operated. Parking to the south and west of the historic station would transition to open space. The REA building parking is not included, as it is not in the RSP. Lot 40 would be anticipated to have some limited parking for that development parcel.

## **Pedestrian Circulation**

The proposed Area Plan includes pedestrian links to existing pedestrian infrastructure along I Street, H Street, and 5th Street, as well as links throughout the plan area. The plan envisions a continuation of the pedestrian route along the historic path of 4th Street, from J Street to the Central Shops in the Railyards. The proposed pedestrian facilities network would provide the direct pedestrian path to the proposed transit center, from 5th Street to the future elevated concourse level of the proposed transit station. Park and Open Space areas on the west side of the plan area would provide access to Old Sacramento and the bike and pedestrian facilities along the Sacramento River and to the west side of the Central Shops area north of the tracks with the existing pedestrian tunnel.

## **Bicycle Circulation**

Bicycle facilities within the Area Plan area would provide bicycle access for the proposed transit center from surrounding areas, providing links to the existing bicycle facilities along the Sacramento River, 5th Street, I Street, H Street, and F Street. The proposed Area Plan includes the construction of bicycle parking hubs in the subgrade mobility level of the BMC, existing facilities in the concourse area of the historic station, and racks and lockers located in the existing plaza on the north side of the station. An existing subgrade tunnel with stairs and ramp between the Railyards District and the SVS Area Plan area on the west side of the site (which is currently used gate-secured until the Railyards Central Shops area is open to the public) would be opened up to bicycle users, providing for a new link between the Old Sacramento, SVS Plan Area, and the western edge of Downtown to the Railyards District north of the UPRR tracks.

## **Utilities and Public Services**

The project site would rely on the utility systems that provide service or are intended to be expanded or developed pursuant to buildout of the RSP Area. The proposed project would conserve scarce resources like water, energy, and non-renewable materials through its green building and site design to prevent waste of resources.

## **Regenerative Utility Center**

The SVS Area Plan would include a central utility plant (CUP) to supply heating and cooling to buildings. The CUP would be located in the development area northwest of the Historic Station in a new Regenerative Utility Center (RUC). It would be co-located with wastewater recycling plant where its processes can be showcased for educational purposes.

Compared to the conventional heating and cooling systems that would otherwise be installed in each building, the CUP would be constructed and equipped to realize significant energy and carbon savings, likely leading to a more financially favorable solution for all connected buildings. Key drivers include the ability to recover heat efficiently between multiple building uses, and economies of scale for heating and cooling equipment. The CUP may include centralized ground source heat pumps, which would be installed into piled foundations and below concrete slabs and below other buildings that require piles. The CUP may also include wastewater heat recovery,

which would utilize effluent from the on-site water treatment train to provide a source of additional heating. The CUP would displace most of the heating and cooling generation equipment needed at the buildings, resulting in more leasable area. Less equipment would be required on rooftops, thus increasing the available area for roof gardens, solar panels and other uses.

The CUP would utilize highly efficient, all-electric technologies to meet thermal energy demands throughout the site. All-electric strategies are required to meet the LCC certification and provide higher efficiency operation than typical gas systems.

The CUP would serve all buildings on City-owned land, including the Historic Station (which was designed for a future connection of this type), the Bus Mobility Center, the future new station concourse and future private development blocks planned for residential and hotel uses.

## **Water**

Water supply infrastructure for the project site would be provided by the existing and planned infrastructure, designed to serve the RSP Area. The 2007 RSP called for the creation of a new water distribution system for the entire RSP Area. The RSP called for construction of a new 42-inch water main in Bercut Drive, connecting the RSP Area to the City water treatment plant immediately north of the RSP Area.

As with the 2007 RSP, the RSPU has a water distribution system that largely follows the street system throughout the entire RSP Area, with a primary connection to the City's water treatment plant via a 42-inch transmission main under Bercut Drive. This main connects under the UPRR tracks to I Street, where it ties into the existing 18-inch water line under 7<sup>th</sup> Street. Figure 2-17, in the RSPU SEIR provides a map of the water supply backbone that is developing commensurate with buildout of the RSP Area to provide water to uses within the RSP Area. Key material changes from the 2007 RSP to the RSPU water systems are that under the RSPU there would not be a water line crossing the UPRR tracks on the 6<sup>th</sup> Street bridge; north-south connections across the UPRR tracks would be limited to 5<sup>th</sup> Street and the existing line in 7<sup>th</sup> Street.

Development pursuant to the proposed Area Plan would be anticipated to tie into the existing 42-inch supply main, completed in 2011, that runs through the plan area, or the existing 12-inch supply main within 5th Street.

## **Wastewater**

Wastewater infrastructure for development pursuant to the proposed Area Plan would link to the existing or planned wastewater infrastructure intended to serve the RSP Area.

The RSPU sewer plan is essentially the same as the sewer plan in the approved 2007 RSP, with the provision of a sewer collection and conveyance system made up of sewer lines under streets throughout the RSP Area. These lines would collect and convey all sewage from the project site at the bus roundabout to the 3rd Street relief sewer at a point near the intersection of 3rd and I streets. At that point, the RSP sewer system would connect into the City's new relief sewer in 3rd

Street, which is designed and constructed to separate sanitary sewer flows from Combined Sewer System (CSS) flows in the CSS line under 3rd Street between I Street and T Street.

Development pursuant to the proposed Area Plan would establish infrastructure that would be anticipated to link to the 36-inch sanitary sewer main that connects to the 3rd Street relief sewer.

The SVS Area Plan includes a wastewater recycling plant (WRP) that will turn all wastewater generated within the SVS planning area into recycled non-potable water that would eliminate the daily wastewater flow into the sewer main. The exception would be for periods of maintenance or system offline, when the wastewater stream would enter the sewer main. Recycled water will primarily be used for landscape irrigation and to the buildings to serve all non-potable water demands. The plant will be located in the development area northwest of the Historic Station in a new Regenerative Utility Center (RUC). It will be co-located with central utility plant (CUP) where its processes can be showcased for educational purposes.

### ***Recycled Water***

The RUC would produce recycled water that meets disinfected tertiary standard for distribution within the SVS planning area. According to California Title 22, recycled water meeting disinfected tertiary standard is allowed for use in residential landscaping and to flush toilets and urinals. There are several treatment technologies on the market that can produce this water quality standard. The space allocation within the RUC assumes compact membrane technologies would be used. To further showcase wastewater treatment at SVS, additional polishing of the treated effluent could occur in the wetland zone of the Regenerative Gardens.

To meet LCC requirements, a new 8-inch recycled water main (purple pipe) would deliver recycled water to development blocks within the SVS planning area to meet non-potable water demands. The Lot 40 development is not included in the LCC area; however, a recycled water connection could benefit the Lot 40 developer by reducing its potable water footprint by 50% or more, and allowing tenants to realize long-term cost savings on their water bill. To accommodate future connection to Lot 40, pipe sleeves would be installed below the new light rail tracks and platforms.

### ***Storm Drainage***

The 2007 RSP called for a storm drainage system that would convey drainage from the majority of the RSP Area to a cistern in the northwest corner of the RSP Area. Small portions of the site were planned to drain to 7<sup>th</sup> Street, 12<sup>th</sup> Street, or north to Pump Station 11 in the River District.

The intent of the cistern was to capture first flush flows and then discharge to the City's combined sewer system (CSS) during off-peak periods at which time the CSS would have capacity for discharges. Peak period flows that exceeded the capacity of the cistern were planned to be discharged to the Sacramento River via a new outfall that was anticipated to be a six- to eight-foot tall, 30- to 35-foot wide concrete structure with flap gates and an erosion control structure on the river side of the levee.

Subsequent planning in concert with the City has resulted in the abandonment of the cistern concept, and the plan for a new pump station and outfall structure in the northwest corner of the RSP Area. Since completion of the RSPU SEIR, Caltrans requirements have prohibited construction of the proposed pump station on the originally-intended site, moving the proposed pump structure to an adjacent lot, within the Railyards. This feature is still in the planning stage and is set to begin construction in 2021. In the interim, several impervious retention basins have been constructed in the Railyards to capture runoff from roads that have been constructed, including Railyards Boulevard, 5<sup>th</sup> Street, and 6<sup>th</sup> Street.

The proposed project would reshape an existing pervious retention basin, located to the west of the existing subgrade Steve Cohn Passageway pedestrian tunnel, to make way for development of the BMC. Modifications have been reviewed with City Department of Utilities staff to ensure sufficient capacity has been maintained. This basin would be eliminated at a later time, as buildout of the RSP Area drainage infrastructure, including the anticipated stormwater outfall to the Sacramento River, becomes operational.

## ***Energy***

Electrical service was planned to be provided by the Sacramento Metropolitan Utility District (SMUD) through new electrical lines connected to an entirely new substation that would be constructed to serve the Railyards. SMUD is currently in the process of replacing and expanding the capacity of Station A, currently located on Block 42A at the corner of 6<sup>th</sup>/H streets, with a new Station A to be constructed on Block 42B, near 6<sup>th</sup>/G streets.

The 2007 RSP called for natural gas service to be provided by Pacific Gas & Electric Company (PG&E) through new distribution lines that would be constructed in the RSP Area and connected to pipelines that exist in downtown Sacramento.

The RSP called for all facilities in the Railyards to be constructed to be compliant with Title 24 (California Energy Efficiency Standards). The proposed SVS project would be a non-fossil fuel site under the Living Community Challenge (LCC) and is in compliance with the Mayor's Climate Commission zero-carbon goals.

As described for the 2007 RSP and 2016 RSPU, energy to the RSP Area, including the Area Plan area, would be provided by SMUD (electricity) and PG&E (natural gas). SMUD service would be provided via lines from the newly expanded Station A that is being constructed on Block 42, as well as interconnections to other lines and substations in the vicinity.

Natural gas lines would be included in public utility easements and connected to PG&E's distribution system that currently serves downtown Sacramento and the River District. However, as stated above, the project site would be a non-fossil fuel site and natural gas would not be used within the site boundary. The existing gas supply to the historic station enters on the northwest corner of the building from 5<sup>th</sup> and H Streets. This single line would remain until such time as the building could be connected to the CUP and electrical upgrades made to convert existing gas appliances to electric.

As with the 2007 RSP, the proposed RSPU would comply with Title 24 energy efficiency standards, or any additional standards that may be in place at the time of actual development activity.

## **Open Space**

### ***Transit Plaza***

The Transit Plaza is the major place where all transit modes come together. The open space design would maintain clear views for wayfinding elements and transit facilities. An open plaza is strongly encouraged to allow efficient movement of pedestrians and to allow bicyclists to move leisurely or dismount and walk through. No designated bike lanes would be allowed in the Transit Plaza, as pedestrian movement and safety is a priority. Canopy trees and shade structures would be strategically located to ensure shaded plaza areas for comfortable pedestrian movement in the hot summer. Active frontages of the Station Concourse and development blocks would face the Transit Plaza to create vibrancy and diversity of uses.

Primary elements of the Transit Plaza may include, but are not limited to, hardscape plaza featuring paving, shading structures, retail spill-out area and pocket gardens with flow-through planters. Placement of these elements will be located to ensure the unrestricted access of emergency vehicles accessing through the plaza from points east of the station to areas on the east and north of the plan area as described in the SVS Area Plan.

### ***Civic Plaza Park***

The Civic Plaza Park would be a destination open space with the Historic Station defining the northern edge. The design of features, planting and hardscape would respect view corridors towards the historic building from I Street. The height of vertical elements to the south of the Historic Station would be well managed to maintain a clear view of the building facade. The southeast portion of the Civic Plaza Park would include a Chinese Commemorative Garden with interpretive signage and educational material to tell the history of the site and local community. This would recognize the City's long-term commitment in the 2007 and 2016 RailYards Specific Plans to provide a Chinese Commemorative Garden and a clear pedestrian connection. The design, geometry and planting selection would transition from the Civic Plaza Park to Viaduct Park, while offering a variety of spaces that allow people to enjoy areas of quiet contemplation and pop-up events while also enhancing the sense of arrival at the Historic Station.

Primary elements of the Civic Plaza Park may include, but are not limited to, an open plaza on the south side of the Historic Station for community events, the Chinese Commemorative Garden, an interpretive walk, rain gardens and retail spill-out areas and a Class I bike trail traversing the southern edge of the park.

The City intends to study the reconfiguration of the northbound I-5 on-ramp which skirts the southwest side of the Civic Plaza Park. If successful, this would create a pedestrian-scaled intersection at 3rd and I Streets and provide additional open space in the southwest corner of the

Civic Plaza Park. It would also provide a direct connection to access Block A and the south side of the Historic Station from 3rd Street. This study is outside the scope of the current Area Plan.

### **5th Street Plaza**

This easement within Lot 40, aligned with G Street to the east, would create a generous and welcoming arrival plaza leading to the east Station Concourse entrance for pedestrians and cyclists approaching the site from 5th and G Streets. The design of the space would include stairs and ramps to gracefully mediate between the sidewalk at the 5th and G Street intersection and the upper Station Concourse level. The elevation at 5<sup>th</sup> & G Streets is approximately 17 feet above grade on the SVS site, and additional height is required to provide clearance of structure over the light rail station and high-voltage power wires on the western edge of Lot 40, below. The upper portion of the plaza would include vertical circulation to access the light rail platform below. The pedestrian approach to the Station entrance would be aligned with the sidewalk and setback along the north side of G Street. Outdoor seating and rest areas would be located adjacent to retail uses and the plaza would be designed for entry frontages to the building envelopes facing the plaza.

### **Viaduct Park and Regenerative Garden Wetlands**

The Viaduct Park would provide active recreation opportunities for the community and would be programmed as a community park. This park would be a bridge between the Riverfront activities to the west and the urban plazas to the east. All programs and activities must be authorized and by comply with Caltrans Principles for access to state infrastructure and be sufficiently flexible to accommodate change if the infrastructure of I-5 freeway system is modified in the future. Public restrooms may be installed in this area, with proper coordination with utilities and Caltrans. Shade tolerant plants which are complementary to existing vegetation are encouraged in this area.

Integration of the stormwater treatment and community energy facility structures, such as the Regenerative Garden Wetlands features, would be part of the essential landscape infrastructure. The engineered seasonal stormwater wetland should be located outside of the I-5 projection zone and exposed to abundant sunlight. Educational elements should be installed to explain the systems and how they relate to the former native ecology, landscape and community change, transit-oriented development and Living Community Challenge. Wetland planting shall be native to the extent feasible.

Primary elements of the Regenerative Garden Wetlands may include, but are not limited to, regenerative garden, boardwalks, stormwater and/or recycled water infiltration and the bike/pedestrian path connection to I Street Bridge.

Implementation of this open space would require collaboration with the adjacent California State Railroad Museum (CRSM) as the proposed design and layout includes a portion of the CRSM property. When complete, the Viaduct Park and wetlands would serve to connect the CRSM campus with SVS and future museums within the Railyards site, and would provide educational opportunities to explain how the railroad transformed the natural ecology of the site.

## Paseo

The Block B Paseo would be an approximately 30-foot-wide, pedestrian-only path that would subdivide Block B into two smaller development sites. It would be planned to include paving materials which reflect the pedestrian friendly character and scale of the paseo.

## Sustainability

The proposed Area Plan has been developed based on the sustainability framework for the LCC. The proposed BMC is in 30% design under the Living Building Challenge (LBC). The City has registered the proposed Area Plan with the International Living Futures Institute, which administers the LCC and LBC programs for sustainable design and has submitted the SVS Area Plan for review as an LCC Vision Plan.

Passive sustainability strategies, such as clustered buildings, are encouraged to increase shading over the public realm. Thermally massive interior materials such as floors and walls would help reduce cooling peaks and passively heat buildings in the shoulder seasons, fall and spring. Buildings would be designed to maximize the amount of daylight available to interior occupiable spaces. Building design should consider overhangs on south façades, and vertical shade strategies on the west facades to prevent unwanted solar heat gain in the summer day and late afternoon while allowing in beneficial winter sun. Roof extensions, awnings and canopies should be considered to help shade the public realm and improve pedestrian comfort during the summer. Glass with a low solar heat gain coefficient (SHGC) but a high visible light transmittance would be used for solar control of windows instead of darkened or reflective glass.

Wherever feasible, buildings are intended to be designed with materials benign or positive to the environment. Carbon-sequestered materials such as wood timber and cross-laminated timber construction (CLT) technologies can mitigate against negative effects of greenhouse gas emissions during manufacture and utilize embodied carbon in the wood itself. LBC certification also prohibits buildings from using materials that are designated harmful to living creatures, including humans, as designated by the United States Environmental Protection Agency (U.S. EPA) and the California Department of Toxic Substances Control (DTSC) and are outlined on the LBC Red List.

All buildings would connect to the district wastewater treatment facility for the conveyance of wastewater to non-potable water supply on site, as permitted by California Title 22. Wastewater would discharge into the City sewer main at times of system maintenance or as a system failsafe. Buildings would be pre-plumbed to utilize recycled water for irrigation, toilet flushing, and cooling towers. All buildings would use water-efficient flow and flush fixtures. Landscaping would utilize native plants for at a minimum 75% of the site-wide planting. The Area Plan would design stormwater treatment on site per NPDES and provide treatment through natural or mechanical means and without harmful chemicals and connect to district stormwater infrastructure to manage larger storm events. All potable water would be supplied from the existing city water main that traverses the western portion of the site.

The Area Plan would have additional sustainability measures to reduce energy consumption and carbon emissions. All buildings in the Plan Area would have photovoltaic (PV) solar energy systems on at least 50% of rooftops, and buildings would connect to the district thermal system for heating and cooling.

## Phasing

The Area Plan identifies that proposed Plan comprises the third phase of a three-phase improvement plan for the plan area, undertaken by the City, in cooperation with Sacramento Regional Transit and Capitol Corridor JPA. The two prior phases of this improvement plan included track relocation projects, repairs to the historic station, and relocation of transit uses, each of which have been completed or are near completion. The phases outlined in the proposed Area Plan are sub-phases of the three-phase improvement plan described above, and are numbered as sub-phases of the third phase, as described below. Buildout of the proposed Area Plan would be anticipated to take place in four phases, over the span of a number of years, with each element of the development program proceeding as an individual development project. The four phases are:

**Phase 3.1.** SVS Transit Center – Light Rail Station, Passenger Loading, and Bus Mobility Center;

**Phase 3.2.** SVS Transit Center - Concourse South;

**Phase 3.3.** SVS Transit Center - Concourse North;

**Phase 3.4.** Remaining project features.

Of those phases, Phase 3.1 and Phase 3.4 are included in the proposed project. Buildout of Phases 2 and 3 are part of the overall SVS Area Plan, and would be dependent on funding or participation and approval from other agencies.

### **Phase 3.1**

Phase 3.1 is conceived to provide necessary expansion of the station bus functions and efficient transfer between transit modes. Currently, the state Intercity routes, operated by Amtrak, have use of 8 head-in bays for their Thruway train/bus connections. Solano FAST bus service connecting to BART uses one bay. SacRT holds two slot-bays for two routes into the station. None of the 14 regional commuter bus lines connect into the station, therefore these changes satisfy the need to accommodate these regional routes into the station that creates the Hub and Spoke system that the 2018 State Rail Plan envisions to feed transit services into the state-sponsored rail system.

Phase 3.1 consists of relocating the existing east/west light rail tracks which terminate on the north side of the Historic Station into a north/south configuration in a through loop connecting to 7<sup>th</sup> Street, the Bus Mobility Center (BMC), and a pick-up/drop-off loop connecting with 5th and H Streets between the new light rail station and the existing tunnel ramps. This phase also includes the extension of the Class IV-Buffered bikeway from the 5th Street bridge to a Class I

facility (High Bridge Trail) along the north face of the BMC and connecting to existing improvements for parking and buses aligned with 2nd Street.

This phase retains Amtrak operations at the Historic Station and brings together all transit services that constitute a full multi-modal transportation center that will accommodate expanded services envisioned in the State Rail Plan into 2030. Thirty percent design and cost estimates have been completed for this phase of work in anticipation of grant funding pursuits. A separate project was funded in 2020 for a new pedestrian and bike entrance into the existing tunnel (Steve Cohn Passageway) which will provide critical access to the Railyards Central Shops District that is currently in design with anticipated improvements to follow.

### **Phase 3.2**

SVS is a crew-base location for Amtrak operations and, with the layover of up to five trains overnight, light maintenance and fueling is also performed. Each of these program elements require significant dedicated space in Amtrak premises, including a 3,500 sf detached warehouse and baggage vehicle yard on the west wing of the building, two locker rooms, and a crew lounge on the second level of the west wing. Amtrak is the tenant in the Historic Station and contracts with the Capitol Corridor Joint Powers Authority (CCJPA) and San Joaquin Joint Powers Authority (SJPPA) for operations and maintenance of the state-owned passenger train fleet, thirty weekday daily (fifteen round trips) trains run by CCJPA, and four weekday daily (two round trips) trains run by SJPPA. Two long-distance roundtrip trains are solely owned, operated and maintained by Amtrak. Possible operation changes in the next few years could result in the redundancy of portions of this infrastructure. Both the state-funded CCJPA and SJPPA are evaluating the establishment of new maintenance facilities east and north of Sacramento, respectively, that would potentially alter the extent of existing Sacramento-based maintenance and crew-base functions. With consideration of these potential new maintenance locations for state-owned trains, on the potential future service needs for Amtrak owned trains at SVS is unknown, but it is likely that the space requirements for Amtrak will decline significantly due to the primary state service relocation.

Phase 2 of the Area Plan anticipates these changes to the existing facility, along with ticketing operations moving to a largely online and kiosk system, in which case the west wing of Amtrak premises could largely become obsolete. With an Amtrak crew-base and warehouse facility potentially no longer be needed in the SVS, or dramatically reduced in size and capacity, and all station functions moved to the first stage of a new station building, the western edge of the Historic Station would be available for development opportunities and have potential for a new program within the Historic Station. One of the most determinative factors in how space might be re-allocated within the site would be with the evolution of the Amtrak a plan for how baggage will be handled for Amtrak long-distance customers. The southern (first stage) portion of a new concourse will tie the bus station and light rail station together at the upper level. This common level transfer zone would extend an elevated pedestrian bridge connection to 5th Street within the existing 16ft wide aerial easement through Lot 40, therefore providing a new east station entrance, independent of Lot 40 development. This phase would also include the building of the

Regenerative Utility Center (RUC) to serve the Historic Station, new concourse expansion, and new private development on the west side of the station.

### ***Phase 3.3***

Phase 3 expansion over the rail facility will be precipitated by a large increase in rail passenger ridership into the station, which, according to the current State Rail plan would be in the 2040 horizon. In this timeframe, the passenger tunnel load capacity is forecast to exceed its design capacity for safe and efficient movement and emergency egress.

The concourse extension is designed to accommodate large volumes at peak hours and would eventually require provision for commuter and intercity trains, including high-speed rail, from the Central Valley (requiring alignment configurations to gain SVS access). Preliminary studies also show that the existing 23-ft wide platforms would require expansion to allow for escalators and elevators to handle the increased passenger loads and short station dwell times for through-station trains. A preliminary study for expanding the two platforms by shifting Tracks 4 and 5 in-board to the existing service road (which will likely be obsolete with the operational changes in Phase 2). The existing tunnel will remain in use for primary bike access, whereas pedestrians will most likely use the elevated concourse to access the platforms.

### ***Phase 3.4***

Phase 4 is consistent with the anticipated late development of the site after completion of the station as discussed in Section 9 of this report. Market conditions may favor private development to coincide with an earlier phase, however the Phase 4 diagram reflects a condition where the probable build-out in the surrounding plan areas or the Railyards and DOCO is complete and the public-owned land will have realized sufficiently high-values to support higher density projects. The open space area to the west, particularly Viaduct Park, should be a priority area for both the City and State Railroad Museum as a strong public connector to the waterfront and a pleasant conveyance of pedestrians through the site and under the tracks to the historic shops area. The community garden and recreational areas of the park are anticipated to be put into service with the development of residential projects.

## **Construction**

### ***Construction Phasing***

Upon approval of the proposed Area Plan and transit center, the City would proceed with the initial construction phase of the proposed transit center. Construction of the proposed transit center would be anticipated to take approximately 24 months and would begin the phased transition of operations from the historic station to the new transit center. First, SacRT would build the new north/south LRT station platform and tracks. SacRT would then demolish the existing LRT tracks and platforms. The new passenger drop-off would then be constructed. The BMC then would be constructed, with the existing ramp and tunnel remaining in service with appropriate construction barriers from the public. There will not be interference of UPRR operations. Sequential construction and demolition of new and existing facilities will minimize

interruption to transit services and deliveries serving the project area. For this reason, it would be anticipated that planned development that would occur where existing transit services are currently provided would be included in a later development phase, that would allow for the transfer of those transit services to the newly-constructed facilities in the proposed transit center. The later development phase of the proposed transit center would be likely to include the Transit Plaza and expansion of the historic station, both of which are not being evaluated as part of the proposed project. As is described above, an optional phase to extend 3<sup>rd</sup> Street into the Area Plan area from I Street, may proceed at a later time, as well.

### ***Demolition***

Phase 3.1 would require minor demolition for buildout of the new transit facility. Demolition would be focused in the area of the existing ramps and consist of the modification of the west wall of the existing ramp and length outside the tunnel entrance, as well as removal of the existing roof structure over the ramps. Minor modification to the existing plaza at the top of the ramp, referred to as Midway Plaza would occur to widen the existing ramp to provide a second entry to the lower Mobility Level from the Midway Plaza.

### ***Excavation***

The project site would be excavated for the construction of the subgrade mobility level for the BMC, which would be approximately 8 feet below existing grade to bottom of foundation and pile drilling to approximately 60 ft to the known gravel layer. High rise developments included in the development program for the Area Plan would be anticipated to require excavation for the construction foundational elements. As has occurred for other high-rise developments in the City of Sacramento, those developments may be anticipated to include subgrade levels for on-site parking, requiring excavation to accommodate those structures.

The existing detention basin would also be reshaped and reduced in size. The current detention basin is designed as an infiltration basin that carries stormwater from the rail platform area and minor flows in the surrounding SVS area. The basin was constructed with a capacity exceeding the maximum design capacity. The new configuration would reduce the maximum design capacity of the basin. This basin will be redundant with the construction of the storm drain line connecting to the stormwater outfall north of the tracks. The outfall project is expected to start construction in 2021.

## **Required Discretionary Actions**

Implementation of the Sacramento Valley Station Area Plan project is anticipated to require, but may not be limited to, the following approvals by the City of Sacramento:

- Adoption of the Area Plan by the City Council; and
- Amendment of the Railyards Specific Plan to include the Area Plan development program.

## Environmental Checklist

### Explanation of Checklist Evaluation Categories

In the case of a project proposal requiring discretionary approval by the City concerning changes to a project for which the City has previously certified an EIR for an overall project that includes the proposed project (Railyards Specific Plan Update, KP Medical Center, MLS Stadium, & Stormwater Outfall Subsequent EIR [2016 RSPU SEIR]), as here, the City must determine whether, in light of the proposed changes to the project, the environmental analysis in the original 2016 RSPU SEIR remains relevant because it retains some informational value and, if so, whether a subsequent EIR or MND is required. A subsequent EIR would be required if substantial evidence demonstrates the proposed changes will involve substantial changes that require major revisions of the previous EIR due to the involvement of new or significantly more severe environmental effects. The proposed changes to the prior project will remain within the same original parcel configuration and will retain many of the original features, rendering the previously-certified 2016 RSPU SEIR highly relevant to the environmental analysis of the changes to the project now proposed.

The purpose of this checklist is to evaluate the categories in terms of any “changed condition” (i.e., changed circumstances, project changes, or new information of substantial importance) that may result in a different environmental impact significance conclusion. The row titles of the checklist include the full range of environmental topics, as presented in Appendix G of the CEQA Guidelines. The column titles of the checklist have been modified to help answer the questions to be addressed pursuant to CEQA Section 21166 and State CEQA Guidelines Section 15162. A “no” answer does not necessarily mean that there are no potential impacts relative to the environmental category, but that there is no change in the condition or status of the impact since it was analyzed and addressed with mitigation measures in the 2007 EIR, the 2012 Addendum, and the 2016 SEIR. To the extent the Central City Specific Plan EIR is relevant, the analysis will reference it. For instance, the environmental categories might be answered with a “no” in the checklist because the impacts associated with the Sacramento Valley Station Area Plan project were adequately addressed in the EIR, Addendum, and/or SEIR, and the environmental impact significance conclusions of the EIR, Addendum, and/or SEIR remain applicable. The purpose of each column of the checklist is described below.

### Where Impact was Analyzed in the Prior Environmental Document

This column provides a cross-reference to the pages of the prior environmental documents where information and analysis may be found relative to the environmental issue listed under each topic. In this case, the relevant environmental documents include the Draft EIR (2007 RSP DEIR; approved 2007), Final EIR (2007 RSP FEIR; approved 2007), Addendum to the FEIR for an amendment to the Railyards Specific Plan (Addendum; approved 2012), and Railyards Specific Plan Update, KP Medical Center, MLS Stadium, & Stormwater Outfall Subsequent EIR (2016 RSPU SEIR; approved 2016). To the extent the Central City Specific Plan EIR (approved April 2018) is relevant, the analysis will reference that document.

## **Do Proposed Project Changes Involve New or Substantially More Severe Significant Impacts?**

Pursuant to Section 15162(a)(1), this column indicates whether there have been substantial changes proposed in the project that would require major revisions of the previous environmental analyses due to the involvement of new significant environmental effects or a substantial increase in the severity of a previously-identified impact.

## **Any New Circumstances Involving New or Substantially More Severe Significant Impacts?**

Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether there have been substantial changes to the project site or the vicinity (circumstances under which the project is undertaken) that have occurred subsequent to the prior environmental documents, which would result in the current project having new significant environmental impacts that were not considered in the prior environmental documents or that substantially increase the severity of a previously identified impact.

## **Any Substantially Important New Information Requiring New Analysis or Verification?**

Pursuant to Section 15162(a) (3) (A-D) of the CEQA Guidelines, this column indicates whether new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the previous environmental documents were certified as complete is available requiring an update to the analysis of the previous environmental documents to verify that the environmental conclusions and mitigations remain valid. If the new information shows that: (A) the project will have one or more significant effects not discussed in the prior environmental documents; or (B) that significant effects previously examined will be substantially more severe than shown in the prior environmental documents; or (C) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or (D) that mitigation measures or alternatives which are considerably different from those analyzed in the prior environmental documents would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative, the question would be answered ‘Yes’ requiring the preparation of a subsequent EIR or supplement to the 2016 RSPU SEIR. However, if the additional analysis completed as part of this Environmental Checklist Review finds that the conclusions of the prior environmental documents remain the same and no new significant impacts are identified, or identified significant environmental impacts are not found to be substantially more severe, the question would be answered ‘No’ and no additional EIR documentation (supplement to the EIR or subsequent EIR) would be required. Notably, where the only basis for preparing a subsequent EIR or a supplement to an EIR is a new significant impact or a substantial increase in the severity of a previously identified impact, the need for the new EIR can be avoided if the project applicant agrees to one or more mitigation measures that can reduce the significant effect(s) at issue to less than

significant levels. (See *River Valley Preservation Project v. Metropolitan Transit Development Board* (1995) 37 Cal.App.4th 154, 168.)

## Mitigations Implemented or Address Impacts?

This column indicates whether the prior environmental documents provide mitigation measures to address effects in the related impact category. Only relevant mitigation measures from the RSP EIR and/or RSPU SEIR are included in this addendum. In some cases, the mitigation measures have already been implemented. A “yes” response will be provided in either instance. If “N/A” is indicated, this Environmental Checklist Review concludes that the impact does not occur with this project and, therefore, no mitigation measures are needed. A “no” response indicates that mitigation measures are proposed in this document and have been agreed to by the applicant.

## Discussions and Mitigation Sections

### Discussion

A discussion of the elements of the checklist is provided under each environmental category to clarify the answers. The discussion provides information about the environmental issue, how the project relates to the issue, differences in the potential impacts associated with the proposed project relative to those previously described in the 2016 RSPU SEIR, and the status of any mitigation that may be required or that has already been implemented.

### Mitigation Measures

Applicable mitigation measures from the prior environmental review that apply to the project are listed under each environmental category. New mitigation measures are included, if needed.

### Conclusions

A discussion of the conclusion relating to the need for additional environmental documentation is contained in each section.

## Land Use, Population, and Housing

Chapter 3 Land Use, Population, and Housing, in the 2016 RSPU SEIR provided a discussion of land use and planning issues that may arise in connection with planning, construction, and operation of the RSPU. The City does not consider inconsistency with plan policies or codes to necessarily be indicative of significant environmental impacts. To the extent that significant environmental impacts would occur as a result of policy inconsistencies, they are disclosed in the environmental impact sections of Chapter 4 of the 2016 RSPU SEIR.

The chapter also describes existing levels of and trends in population and housing in the City of Sacramento, identifying the RSPU's development assumptions and analyzes projected population and housing growth in relation to city projections.

Adverse physical effects on the environment related to population and housing that could result from implementation of the proposed project, including the changes to land use addressed in Chapter 3 of the 2016 RSPU SEIR, are evaluated and disclosed in the appropriate technical sections of the SEIR.

The following discussion describes existing and planned land uses in and adjacent to the project site, including current land uses, land use designations, and zoning. As issues related to land use, population, and housing may have physical effects on the environment, those issues are discussed in the relevant technical sections of this addendum, further below.

## Land Use and Planning

### **Project Site**

The 19.2-acre project area of the Sacramento Valley Station Area Plan is within the Railyards area of the Central City Community Plan (CCCP) area, and is within the Depot District of the Railyards Specific Plan area.

Since adoption of the 2016 RSPU SEIR, the project site has remained in line with what was anticipated in the prior analysis, and the physical conditions of the project site and surrounding areas have remained substantially similar to those analyzed in the 2016 RSPU SEIR. The proposed changes to the prior project analyzed in the 2016 RSPU SEIR will remain within the same original parcel configuration and will retain many of the original features, rendering the previously-certified 2016 RSPU SEIR highly relevant to the environmental analysis of the proposed project. The majority of the project site remains vacant and land uses surrounding the project site include commercial, office, and residential uses forming part of Sacramento's Central City. Also located within the proposed project area, and as analyzed within the 2016 RSPU SEIR, the existing Sacramento Valley Station operates at the site, which encompasses the historic depot building and associated rail platforms, the Steve Cohn Passageway, the Sacramento Regional Transit light rail station and bus bays, Amtrak Bus Bays, and associated walkways and parking lots.

## **Land Use and Zoning Designations**

At the time of the preparation of the 2016 RSPU SEIR, the Sacramento 2035 General Plan was in place and the land use designations for the portion of the RSP Area that encompasses the proposed project consisted of the following land use designations: Central Business District (CBD) and Public/Quasi-Public. In 2015 the City adopted the Sacramento 2035 General Plan and certified the Sacramento 2035 General Plan Master EIR, which maintained the CBD and Public/Quasi-Public land use designations for the proposed project site. In line with the Sacramento 2035 General Plan, the Central City Community Plan provides a refinement of the goals and objectives of the General Plan to serve as a guideline for development specifically within the CCCP area. The CCCP was first adopted by the City in May 1980, but was updated as part of the 2035 General Plan, and was in place during the preparation of the RSPU SEIR (Certified October 2016). The CCCP land use designation for the RSP Area that encompasses the proposed project is primarily Public, with some areas designated as Urban Center High (UCH) and CBD.

Under the RSP project analyzed in the 2016 RSPU SEIR, the Public and CBD land use designation would remain for the proposed project site. Existing land use policies are consistent with the adoption of the 2016 RSPU SEIR, and the adoption of the 2035 General Plan in 2015, and the Central City Community Plan in 2015.

As noted above, the land use designations for the project site based on the Sacramento 2035 General Plan and the CCCP, are for Public, UCH and CBD uses. The specific description for each use type is provided below for reference:

The Public/Quasi-Public designation describes areas with unique uses and typically unique urban forms. These areas host community services and/or educational, cultural, administrative, and recreational facilities often located within a well-landscaped setting. Most of these areas provide a public function and as a result, existing buildings often include a significant amount of surface parking lots and structured parking to accommodate users of the facilities. It should be noted that many Public/Quasi-Public uses are also allowed and are located in other land use and urban form designations.

The UCH designation provides for thriving areas with concentrations of uses similar to downtown. In addition, these areas include major transportation hubs accessible by public transit, major highways and local arterials, and pedestrian travel. Each center includes employment-intensive uses, high-density housing, and a wide variety of retail uses including large format retail, local shops, restaurants, and services.

The CBD land use designation includes a mixture of retail, office, governmental, entertainment and visitor-serving uses with a vision for a vibrant downtown core serving businesses, governmental, retail, and entertainment uses for the city and the region, with a major focus on new residential uses.

Development standards within the UCH land use designation are as follows:

- Minimum Density: 24.0 Units/ Net Acre
- Maximum Density: 250.0 Units/ Net Acre
- Minimum FAR: 0.5 FAR
- Maximum FAR: 8.00 FAR

Development standards within the CBD land use designation are as follows:

- Minimum Density: 64.0 Units/ Net Acre
- Maximum Density: 450.0 Units/ Net Acre
- Minimum FAR: 3.00 FAR
- Maximum FAR: 15.00 FAR

## **Existing Zoning**

The zoning designation for the project site provided in the 2016 RSPU SEIR shows that the portion of the RSP area that encompasses the proposed project site was designated as Transportation Corridor/Special Planning District (TC-SPD); Central Business District/Special Planning District (C-3-SPD); and Heavy Industrial/Special Planning District (M-2-SPD). All of the designations mentioned above are located within the Sacramento Railyards Special Planning District (SPD) which is defined in the City's Planning and Development Code (PDC) and encompasses the entire RSP Area, including the proposed project area, with the Railyards SPD defined in chapter 17.440 of the PDC.

### **Transportation Corridor Zone**

T-C-SPD. The TC zone corresponds to the transportation use designation in the RSP, and is intended to regulate land uses for public transportation corridors to ensure the development is consistent with the RSP. This zone allows for dense transit-oriented development, including retail, office, hotel, and residential uses. Specifically, T-C zone is intended to regulate land uses within, above, and below public agency transportation corridors to ensure that development is consistent with the general plan, and to provide uniform standards for the development of ground rights and air rights within the corridor.

### **Central Business District Zone**

C3-SPD. The Central Business District zone provides for the most intense residential, retail, commercial, and office developments in the City and is designed to create an area that features a wide mixture of urban uses, with an emphasis on commercial uses with a residential component to ensure the development is consistent with the RSP.

### **Manufacturing and Industrial Zone**

M2-SPD. The Heavy Industrial zone (M-2-SPD) These zones are intended to regulate land uses around, within, above, and below public transportation corridors to ensure the development is

consistent with the Railyards Specific Plan. This zone allows for dense transit-oriented development, including retail, office, hotel, and residential uses typical of the Central Business District. Allowed uses within this zone include office, railroad right-of-way, auto rental, cinema, commercial service, dwelling, multi-unit, hotel and motel, office, restaurant, and retail.

### Land Use Evaluation

The proposed project would construct up to 1,415,800<sup>1</sup> square feet of office, hotel, residential, and public amenity development on the approximately 839,000-square foot project site. The proposed project would utilize the existing historic station and develop new structures and outdoor amenities in areas surrounding the existing and proposed structures. As indicated in Table 4 of the Project Description, the proposed development program for the Area Plan would develop 733,400<sup>2</sup> square feet for office uses; 262,500 square feet for hotel uses, 403,000 for residential uses; and 16,900 for public amenities as part of the Historic Station Extension. The project would tie into the existing transportation grid, while also altering the configuration of existing travel pathways around the project site, to better utilize the proposed transportation hub facilities.

The proposed project would not deviate from the anticipated uses included in the 2016 RSPU SEIR due to the project conforming to the permitted uses specified in the zoning code which specifies a mix of uses, including residential multi-unit dwellings, industrial uses, and transit-oriented development uses as a permitted use within the Transportation Corridor, Central Business District, and Heavy Industrial zones of the Sacramento Railyards SPD.

As described in the 2016 RSPU SEIR, the analysis for the area encompassing the proposed project included specific development assumptions for Lot 40, but no development capacity was specifically attributed to Lots 38 and 39 and therefore, development of Lots 38 and 39 with transit-supportive uses was not explicitly included in the RSPU SEIR analysis. However, development of Lots 38 and 39 with transit-supportive uses was assumed within the background development assumptions that were derived from the SACOG 2012 MTP/SCS, and buildup of those assumptions was carried forward into subsequent MTP/SCS iterations, including the SACOG 2016 MTP/SCS.

The proposed project would be consistent with the allowable land uses and development intensities identified in the development guidelines for the project site, and previously analyzed in the 2007 RSP EIR and subsequently in the 2016 RSPU SEIR. Further, the proposed project would continue to be consistent with those uses previously analyzed in the 2007 RSP EIR, and compatible with surrounding land uses as indicated in the 2035 General Plan, the CCCP the RSP, and the zoning code for the Sacramento Railyard SPD.

<sup>1</sup> The 2016 RSPU SEIR evaluated Lot 40 with the C3-SPD height as unlimited. The SVS Area Plan studied an option for Lot 40 with a tower at 350 ft and a mid-rise section of 65 ft. The current SPD height limit on Lot 40 is 205 ft. The total area represented here includes the Lot 40 tower at 350 ft.

<sup>2</sup> Up to this maximum based on a project of 350 ft, which would require a future entitlement change from the current SPD limit of 205 ft on Lot 40.

## Population and Housing

### ***Relevant Changes to Project Related to Population and Housing***

The proposed project would include similar residential development to the residential development discussed in the 2007 Railyard Specific Plan EIR and subsequently in the 2016 RSPU SEIR, for the project site. The proposed project advances the land use plan for the transit-supportive uses contemplated in the previous environmental documents.

### ***Relevant Changes to Environmental Setting***

The project site, as analyzed in the 2007 RSP EIR, has remained largely undeveloped since the certification of the 2007 RSP EIR and 2016 RSPU SEIR. No new development has occurred in the RSP Area at present.

The City of Sacramento has experienced steady population growth over the past 13 years, as shown in **Table 5**. On page 5-2 of the 2007 RSP EIR, data was cited that projected city population would be 517,035 by 2020.<sup>3</sup> This overall reduction in projected population growth demonstrates less growth in the region than was projected nearly a decade ago.

**TABLE 5**  
**CITY OF SACRAMENTO POPULATION AND HOUSING TRENDS, 2007-2020**

	<b>2007<sup>1</sup></b>	<b>2015<sup>2</sup></b>	<b>2019<sup>3</sup></b>	<b>Change 2007-2019</b>	<b>%Change 2007-2020</b>
Population	452,711	480,105	513,620	60,909	11.8
Housing Units	185,729	191,776	200,079	14,350	7.17

#### SOURCES

1. California Department of Finance. 2012. E-4 Population Estimates for Cities, Counties, and the State, 2001-2010, with 2000 & 2010 Census Counts. Revised November 9, 2012.
2. California Department of Finance. 2015. E-5 Population and Housing Estimates for Cities, Counties, and the State, January 1, 2011-2015, with 2010 Benchmark. Released May 1, 2015.
3. U.S. Census Bureau, American Fact Finder, Housing Units, 2009 Summary File, Accessed October 1, 2020.

## ***Comparative Impacts Discussion***

The proposed project would have a similar effect on population growth and housing demand during construction, relative to the anticipated effects identified for the 2007 Railyard Specific Plan EIR and 2016 RSPU SEIR. According to the 2016 RSPU SEIR, the existing construction labor force in the region was considered to be sufficient to meet the needs of the project, and thus the temporary increase in employment was not expected to generate substantial new population growth in the area or generate the need for substantial new housing. As the proposed project would result in similar development on the project site this conclusion remains unchanged. As a result, the impact of the proposed project with regard to population and housing growth during construction would be less than significant. Thus, no new or substantially more severe impact would occur than was analyzed in the 2016 RSPU SEIR. No mitigation would be required.

<sup>3</sup> Sacramento Area Council of Governments, Projection Data, 12-16-040, <http://www.sacog.org>, accessed June 16, 2006. As cited in City of Sacramento, 2007, Railyards Specific Plan Draft EIR, August 2007, p. 5-2.

The proposed project would have a similar effect on population growth and housing demand, relative to the anticipated effects identified for the 2016 RSPU SEIR. The proposed project would develop similar uses on the project site to those analyzed in the 2007 Railyard Specific Plan EIR and subsequently in the 2016 RSPU SEIR. Therefore, the potential increase in population and housing demand from the proposed project would be less than was assumed for in the 2016 RSPU SEIR. For these reasons, the proposed project would continue have a less-than-significant effect related to population growth during construction and operations. No mitigation would be required.

### **Conclusion**

Changes introduced by the proposed project and/or new circumstances relevant to the project would not, as compared to the 2007 EIR and the 2016 RSPU SEIR, result in a new significant impact or significant impacts related to public services that are substantially more severe than significant impacts previously disclosed. In addition, there is no new information of substantial importance showing that the Sacramento Valley Station Area Plan would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the previous EIR or Subsequent EIR. Nor is there new information of substantial importance showing that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project.

## **Issues Previously Determined to be Less than Significant**

Several issue areas (i.e., agricultural and forestry resources, mineral resources, and wildfire) were found not to be significant and therefore are not addressed in detail in this addendum. Pursuant to CEQA Guidelines section 15128, the reasons these issues were determined not to be significant are described below.

### **Agricultural and Forestry Resources**

There is no area within the Proposed Project site that is under a Williamson Act contract or land that has been designated as agricultural land, Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. No existing zoning for forest land, timberland or timberland zoned Timberland Production exists within the projects footprint. The Proposed Project would not contribute to the conversion of farmland to non-agricultural uses and implementation of the project would not create any conflicts with existing agricultural uses. Therefore, this impact is not discussed further.

### **Mineral Resources**

The proposed project site is located in a disturbed environment, surrounded by urban uses. Due to the site's previous use as an active railyard and based on previous environmental analysis of the site (i.e., 2007 RSP EIR and 2016 RSPU SEIR) no risk of impact to important mineral resources was expected. Therefore, implementation of the proposed project would not result in the potential

to cause loss of a local or regionally identified mineral resource and this impact was not determined to be significant. This impact is not discussed further.

## **Wildfire**

The Proposed Project site is located in an area surrounded by urban uses. The site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. Therefore, this impact was not determined to be significant and is not discussed further.

# Environmental Analysis

## Aesthetics

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
<b>1. Aesthetics.</b> Would the project:					
a. Have a substantial adverse effect on a scenic vista?	RSP DEIR page 6.13-23 to 6.13-36  RSPU SEIR page 4.1-62 to 4.1-76	No	No	No	No
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	RSP DEIR page 6.13-23 to 6.13-36  RSPU SEIR page 4.1-62 to 4.1-76	No	No	No	No
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	RSP DEIR page 6.13-23 to 6.13-37  RSPU SEIR page 4.1-76 to 4.1-80	No	No	No	Yes 2016 RSPU SEIR MM 4.1-2
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	RSP DEIR page 6.13-31 to 6.13-37  RSPU SEIR page 4.1-80 to 4.1-89	No	No	No	Yes 2007 RSP EIR MM 6.13-3 & 6.13-4

## Discussion

### ***Relevant Changes to Project Related to Aesthetics***

The 2007 RSP EIR evaluated the potential for new high-rise buildings in the RSP area to alter public views, the potential for building height and massing to conflict with the character of the riverfront between Old Sacramento and the Jibboom Street bridge, the potential for RSP development to create new sources of spillover light, the potential to create new sources of hazardous glare, and relevant cumulative impacts.

The 2016 RSPU SEIR supplemented and updated the analysis presented in the 2007 RSP EIR. The 2016 RSPU SEIR identified updates to the land use plan and policies in the RSPU and analyzed the potential impacts that could result from implementation of the RSPU. Lots 38 and

39 retained their planned land use from the 2007 RSP. The RSPU SEIR assumed the same impacts from development of those lots as was anticipated in the 2007 RSP EIR. In both the 2007 RSP EIR and the 2016 RSPU SEIR, the City anticipated that those lots would be developed for transit and transit-supporting uses such as residential, office, retail, and hotel uses. However, the specific programming of the project site was planned to be undertaken by the City at a later time, and specific development assumptions for Lots 38 and 39 were not made in the 2016 RSPU SEIR. Development assumptions for Lot 40 were not expressly identified in the 2016 RSPU SEIR.

The 2016 RSPU SEIR described existing visual characteristics, both on site and in the vicinity of the RSP Area, including changes to conditions since approval of the 2007 RSP EIR. In addition to evaluating the overall potential impacts related to aesthetics, light, and glare that could result from implementation of the RSPU, the 2016 RSPU SEIR also included consideration of three specific projects proposed in the RSPU area: the Kaiser Permanente Medical Center, the Major League Soccer Stadium, and a new stormwater outfall on the on the east bank of the Sacramento River. These projects are located outside of the Area Plan project site.

The proposed project further refines the planned buildout of Lots 38, 39, and 40. The proposed project would utilize the Depot building station and develop new structures and outdoor amenities in areas surrounding the existing and proposed structures. Under the proposed project, the project site would include a multi-modal transit center including commercial space, a Bus and Mobility Center (BMC), a tunnel entrance, a light rail transit center with passenger loading area, an arrival plaza, several outdoor amenities, and private office, hotel, and residential development. New development on the project site would be consistent with the uses identified on the RSP and evaluated in the 2007 RSP EIR and the 2016 RSPU SEIR.

### ***Relevant Changes to Environmental Setting***

The 2007 RSP EIR described Central City (located southeast of the project site) as an urban environment characterized by office, commercial, parks, and governmental uses. At the time that the 2007 RSP EIR was prepared, the visual character of the RSP area (including the project site) was dominated by reminders of its historic railroad past, including the UPRR main railroad lines, rail spur lines that traverse the site, the red-brick Depot building and Railway Express Annex buildings, and the massive Central Shops buildings.

The 2016 RSPU SEIR determined that the visual character of the Central City in general had not changed materially since certification of the 2007 RSP EIR but noted there had been some changes within the RSP area and in the vicinity. The 2016 RSPU SEIR identified that, subsequent to certification of the 2007 RSP EIR, the UPRR lines had been relocated north to their current alignment immediately south of the Central Shops. An approximately 430-foot long pathway with a light-brown metal canopy and adjacent landscaping had been constructed to connect the north side of the Depot building to the concrete passenger tunnels (Steve Cohn Passageway) and new concrete platforms with light-brown metal canopies that provide passenger access to four of the six UPRR tracks. At the time that the 2016 RSPU SEIR was prepared, renovation of the Depot building was ongoing with associated scaffolding and portions of the building covered in plastic

shrink-wrapping for containment of construction dust. The renovation of the Depot building was completed in 2017 and included preservation and rehabilitation executed in compliance with the Secretary of the Interiors' Standards for Historic Buildings. In addition to numerous interior renovations, the Depot's original brick exterior was cleaned and restored and repairs were made to damaged terra-cotta trim.

Aside from the visibly improved exterior elements of the renovated Depot building, the Area Plan project site, has remained largely unchanged since the certification 2016 RSPU SEIR. There have been no substantial changes to the visual setting of the project site or vicinity that would result in the proposed project having new significant impacts related to aesthetics, light, and glare that were not considered in the prior environmental documents or that substantially increase the severity of previously identified impacts.

### ***Comparative Impacts Discussion***

#### **Views**

The 2007 RSP EIR evaluated potential development of large-floor plate and high-rise buildings in the RSP area to adversely alter public views. The 2007 RSP EIR identified that new structures could range in height from one or two-stories, up to 35 or more stories. The proposed new structures would effectively extend the visual continuity of the present western boundaries of Sacramento's Downtown towards the north and would contribute to a prominent skyline of taller buildings. The 2007 RSP EIR determined that, although views of and from the project site would be modified from the existing conditions, the proposed project would not degrade the existing visual character or quality of the site and its surrounding. Rather, development consistent with the proposed RSP would contribute to the visual character and interest of downtown Sacramento and would improve the visual quality of the downtown area. The 2007 RSP EIR determined that development under the proposed project would not degrade the existing visual quality of the area or obstruct key existing views and/or vistas in the vicinity, and the impact was considered less than significant.

As noted above, the 2016 RSPU SEIR supplemented and updated the analysis presented in the 2007 RSP EIR and included analysis of updates to the land use plan and policies in the RSPU, including consideration of three projects proposed in the RSP area that are outside the project site evaluated in this addendum: the Kaiser Permanente Medical Center, the Major League Soccer Stadium, and a new stormwater outfall on the east bank of the Sacramento River. The 2016 RSPU SEIR determined that implementation of the RSPU would create a series of visual changes to the RSP Area, changing it from an undeveloped vacant former industrial site to an urbanized extension of downtown Sacramento, and a visual transition from the CBD to the lower-scale more industrial visual character of the River District. The 2016 RSPU SEIR identified that all projects in the RSP Area would be subject to the City's Site Plan and Design Review and/or Preservation Review permit process. However, the 2016 RSPU SEIR identified that a proposed street-wall height on Block 46 on the west side of 7th Street between F Street and the UPRR tracks (outside of the project site evaluated in this addendum) would adversely affect the visual character of this portion of the corridor by reducing views to the west toward the Central Shops,

sky access, and sunlight to residential and office uses on the east side of 7th Street, this would be considered a significant impact for the proposed RSPU. The 2016 RSPU SEIR determined that implementation of Mitigation Measure 4.1-2 would ensure a building height step down toward the Sacramento River to create a development edge similar in scale to other built environment on the east bank of the River between Old Sacramento and the Jibboom Street Bridge. With the implementation of Mitigation Measure 4.1-2, the 2016 RSPU SEIR concluded that this impact would be reduced to a less-than-significant level.

As described above, the proposed project further refines the planned buildout of Lots 38, 39, and 40 as evaluated in the 2007 RSP EIR and the 2016 RSPU SEIR. The proposed project would utilize the Depot building station and develop new structures and outdoor amenities in areas surrounding the existing and proposed structures. Under the proposed project, the project site would include a multi-modal transit center including commercial space, a Bus and Mobility Center (BMC), a tunnel entrance, a light rail transit center with passenger loading area, an arrival plaza, several outdoor amenities, and private office, hotel, and residential development. New development on the project site would be consistent with the uses identified on the RSP and evaluated in the 2007 RSP EIR and the 2016 RSPU SEIR.

Consistent, with the proposed physical development of the project site evaluated in the 2007 RSP EIR and the 2016 RSPU SEIR, the proposed project would introduce new buildings and structures on the project site, including high-rise buildings that would alter public views to and from the project site. The proposed new structures would effectively extend the visual continuity of the present western boundaries of Sacramento's Downtown towards the north and would contribute to a prominent skyline of taller buildings. As identified in the previous environmental documents, all projects in the RSP area, including the project site, would be subject to the Railyards Design Guidelines, City's Site Plan and Design Review and/or Preservation Review permit process to ensure development is consistent with design standards identified in the RSPU, is of high quality, and is compatible with surrounding development, thus avoiding adverse impacts to views to and from the site within the context of a built-up urban setting. Consequently, changes introduced by the proposed project and/or new circumstances relevant to the project would not, as compared to the 2007 RSP EIR and the 2016 RSPU SEIR, result in new significant adverse impacts to views or result in significant impacts that are substantially more severe than impacts previously disclosed.

### **Visual Character**

The 2007 RSP EIR evaluated the potential for development of the RSP area to substantially degrade the existing visual character or quality of the site and its surroundings. The 2007 RSP EIR identified that, although future development in the RSP area would incorporate a range of architectural styles, building heights, and massing, the proposed project would provide a visual transition from the existing downtown area. The 2007 RSP EIR identified that the RSP design guidelines are intended to create a unified identity within the plan area, with buildings that are compatible in scale, design, character, quality, and style. The 2007 RSP EIR noted that, while some portions of the RSP area are more visually prominent than others due to location of streets and existing view corridors, policies of the proposed RSP would require that new structures

utilize building materials that are complementary to the existing downtown character. Contrasting architectural styles near historic architectural buildings are also permissible under the Secretary of the Interior Standards. However, the 2007 RSP outlines a cohesive, yet distinctive, design style to promote a sense of place.

The 2007 RSP EIR identified that the addition of open space, and landscape and streetscape improvements throughout the RSP area would also improve the aesthetics of the overall area and create a pedestrian-friendly environment that could include bike paths, street trees, street furniture, and different types of paving. The RSP would provide the area with a set of improvement and development standards that enhance the current aesthetic shortcomings associated with the under-utilized project site. The 2007 RSP EIR identified that all development on the project site would be guided by and would be required to be in conformance with the General Development Standards of the proposed RSP, which would result in new buildings with common architectural design and that would be compatible in scale, mass, and density. The 2007 RSP EIR determined that, although views of and from the project site would be modified from the existing conditions, the proposed project would not degrade the existing visual character or quality of the site and its surrounding. Rather, development consistent with the proposed RSP would contribute to the visual character and interest of downtown Sacramento and would improve the visual quality of the downtown area. As such, the 2007 RSP EIR determined that development under the proposed project would not degrade the existing visual quality and the impact was considered less than significant, and no mitigation was required.

As noted above, the 2016 RSPU SEIR supplemented and updated the analysis presented in the 2007 RSP EIR and included analysis of updates to the land use plan and policies in the RSPU, including consideration of three projects proposed in the RSP area that are outside the project site evaluated in this addendum: the Kaiser Permanente Medical Center, the Major League Soccer Stadium, and a new stormwater outfall on the on the east bank of the Sacramento River. The 2016 RSPU SEIR determined that implementation of the proposed RSPU would create a series of visual changes to the RSP Area, changing it from an undeveloped, vacant former industrial site to an urbanized extension of downtown Sacramento, and a visual transition from the CBD to the lower-scale more industrial visual character of the River District. The 2016 RSPU SEIR identified that all projects in the RSP Area would be subject to the City's Site Plan and Design Review and/or Preservation Review permit process. Projects consistent with the RSPU would alter their sites from existing conditions, but in ways that would be largely consistent with the policy direction of relevant plans, policies, and guidelines. Thus, the effects of the proposed RSPU related to visual character would be less than significant. However, the 2016 RSPU SEIR identified that a proposed street-wall height on Block 46 on the west side of 7th Street between F Street and the UPRR tracks (outside of the project site evaluated in this addendum) would adversely affect the visual character of this portion of the corridor by reducing views to the west toward the Central Shops, sky access, and sunlight to residential and office uses on the east side of 7th Street, this would be considered a significant impact for the proposed RSPU. The 2016 RSPU SEIR determined that implementation of Mitigation Measure 4.1-2 included in the 2016 RSPU SEIR would ensure a building height step down toward the Sacramento River to create a development edge similar in scale to other built environment on the east bank of the River

between Old Sacramento and the Jibboom Street Bridge. With the implementation of Mitigation Measure 4.1-2, the 2016 RSPU SEIR concluded that this impact would be reduced to a less-than-significant level.

As described above, the proposed project further refines the planned buildout of Lots 38, 39, and 40 as evaluated in the 2007 RSP EIR and the 2016 RSPU SEIR. The proposed project would utilize the Depot building station and develop new structures and outdoor amenities in areas surrounding the existing and proposed structures. Under the proposed project, the project site would include a multi-modal transit center including commercial space, a Bus and Mobility Center (BMC), a tunnel entrance, a light rail transit center with passenger loading area, an arrival plaza, several outdoor amenities, and private office, hotel, and residential development. New development on the project site would be consistent with the uses identified on the RSP and evaluated in the 2007 RSP EIR and the 2016 RSPU SEIR.

Consistent, with the proposed physical development of the project site evaluated in the 2007 RSP EIR and the 2016 RSPU SEIR, the proposed project would introduce new buildings and structures on the project site, including high-rise buildings, that would alter the visual character of the project site. As identified in the previous environmental documents, all projects in the RSP area, including the project site, would be subject to the City's Site Plan and Design Review and/or Preservation Review permit process to ensure development is consistent with design standards identified in the RSPU, is of high quality, and is compatible with surrounding development, thus avoiding adverse impacts to visual character within the context of a built-up urban setting. Consequently, changes introduced by the proposed project and/or new circumstances relevant to the project would not, as compared to the 2007 RSP EIR and the 2016 RSPU SEIR, result in new significant adverse impacts to the visual character of the site or its surroundings or result in significant impacts that are substantially more severe than impacts previously disclosed.

### **Light and Glare**

The 2007 RSP EIR evaluated the potential for development of the RSP area to produce adverse light or glare. The 2007 RSP EIR identified that implementation of the RSP would result in a large infill development of vacant or underutilized parcels, as well as intensification and reuse of existing sites (e.g., the Central Shops and the Sacramento Intermodal Transportation Facility). Nighttime lighting would be included in future project development in a variety of forms including security lighting, monument lighting of buildings, lighting along the riverfront, and street and parking area lighting, in addition to interior lighting. The 2007 RSP EIR determined that because current conditions on the project site do not involve significant sources of lighting, development under the proposed project would increase the ambient light in the project area over current levels. The 2007 RSP EIR concluded that, due to the urbanized nature of the surrounding area, a significant amount of ambient nighttime light currently exists, reducing the views of stars and affecting views of the nighttime sky, and the increase in nighttime light that would occur with development under the RSP would not significantly affect nighttime views of the sky (ability to see stars), because such views are already limited in city settings.

The 2007 RSP EIR identified that the historic Alkali Flat neighborhood is located immediately adjacent to the southeast of the RSP area. The 2007 RSP EIR identified that maximum building heights of proposed office/residential mixed use development along 7th Street, immediately west of the neighborhood, would include structures with heights up to 20 stories south of F Street and up to 8 stories between F and D streets. To the east, between 7th Street and 11th Street, building heights could range up to 25 stories, and up to 30 stories between 11th and 12th streets. The 2007 RSP EIR identified that the increase in project area lighting could affect adjacent uses if new buildings were developed next to existing or future sensitive uses (i.e., residential uses) that would not otherwise experience impacts from existing lighting sources or if tall buildings included significant neon lighting or lighted signs. The 2007 RSP EIR identified that the proposed RSP design guidelines contain guidelines relevant to spillover lighting onto to adjacent properties that could minimize or avoid such effects; however, the 2007 RSP EIR determined that the policies are not sufficiently protective to ensure avoidance of such adverse effects, and, depending on the location and design specifications of lighting on tall buildings, this type of lighting could also present a potentially significant impact. The 2007 RSP EIR determined that implementation of Mitigation Measure 6.13-3(a) through 6.13-3(c) would reduce potential lighting impacts to surrounding areas through appropriate site design and configuration, review and approval of the proposed lighting plan by Development Services Department would ensure that spillover lighting would be minimized so as not to create light pollution disturbances to adjacent uses, and the impact would be reduced to a less-than-significant level.

The 2007 RSP EIR identified that implementation of the RSP could result in the construction of numerous new structures within the Specific Plan Area, and because detailed site design proposals were not included within the proposed RSP, it was unknown at that time what materials would be used to construct individual structures. The 2007 RSP EIR identified that proposed RSP design guidelines contain guidelines that address the façade materials of future buildings, but because the details of construction materials to be used were unknown, it is possible that the cladding of future buildings could cause substantial increases in the amount of glare in the project area if the surfaces of structures are highly reflective and the impact was potentially significant. The 2007 RSP EIR determined that implementation of Mitigation Measure 6.13-4 would ensure that potential glare impacts would be minimized by limiting the permitted construction materials of new buildings to non-reflective materials, and the impact would be reduced to a less-than-significant level.

As noted above, the 2016 RSPU SEIR supplemented and updated the analysis presented in the 2007 RSP EIR and included analysis of updates to the land use plan and policies in the RSPU, including consideration of three projects proposed in the RSP area that are outside the project site evaluated in this addendum: the Kaiser Permanente Medical Center, the Major League Soccer Stadium, and a new stormwater outfall on the east bank of the Sacramento River.

The 2016 RSPU SEIR determined that implementation of the proposed RSPU would result in an increase in ambient light in the project area. The 2016 RSPU SEIR identified that, under current conditions, there was essentially no ambient lighting emanating from large portions of the RSP Area, especially that portion north of the UPRR tracks. The limited ambient light that was emitted

was from light sources south of the tracks in and around the Sacramento Valley Station, from street lighting along 7<sup>th</sup> Street. The 2016 RSPU SEIR identified that, with full implementation of the RSPU, there would be extensive urban development, with nighttime light being emitted from buildings, streetlights, signage, vehicles, and other sources. Because the surrounding areas, including the CBD, Alkali Flat, and the River District were already urbanized and subject to substantial amounts of existing nighttime ambient light, the 2016 RSPU SEIR determined the increase in such light attributable to the proposed RSPU would not significantly affect nighttime views of the sky (ability to see the stars), because such views are already limited in city settings.

The 2016 RSPU SEIR determined that, although construction under the proposed RSPU would be lower than anticipated for the 2007 RSP, the RSPU Design Guidelines allow for the potential construction of high-rise buildings in the East District, adjacent to the Alkali Flat neighborhood. Such buildings could result in spillover light effects on existing uses. In addition, the proposed RSPU would allow for the construction of a sports and entertainment complex that could have substantial nighttime lighting of open plazas and fields, and could include signage that emits light, some of which could spill over to existing or future residences in the Alkali Flat neighborhood.

The 2016 RSPU SEIR identified that proposed RSPU Design Guidelines include provisions that would regulate lighting design and illumination in both public and private realms. For example, in the public realm, street lights are to be no more than 18 feet in height, except on large streets where they could rise to 30 feet, and would be required to be shielded and downward facing. In the private realm, levels of illumination would be required to avoid “over illuminating,” and façade lighting would be encouraged to “include internal reflector caps, refractors, or shields that would avoid glare or reflection across property edges onto adjacent buildings.” In addition, the 2016 RSPU SEIR identified the lighting characteristics of future development in the RSP area would be subject to and considered in the City’s Site Plan and Design Review permit process. Nevertheless, the 2016 RSPU SEIR identified the construction of new buildings that could reach as high as 25 to 30 stories (300 to 360 feet), as well as a potential sports and entertainment complex, in the East End District could result in light spillover onto adjacent residential properties in Alkali Flat and the Water Street residences. The 2016 RSPU SEIR identified that the proposed RSPU’s effects on the existing environment would be similar to those described for the 2007 RSP, although somewhat exacerbated by the effects of the light associated with the proposed sports and entertainment complex in the East End District. This impact was determined to be potentially significant.

The 2016 RSPU SEIR determined that implementation of Mitigation Measure 4.1-3(a) and (b) would reduce potential lighting impacts to surrounding areas through appropriate site design and configuration. Review and approval of the proposed lighting plan through the City’s Site Plan and Design Review process would ensure that the potential that spillover lighting would be reduced and potential to create light pollution disturbances to adjacent uses minimized. The 2016 RSPU SEIR determined that, notwithstanding the implementation of these measures, the development of the Stadium on a site that is currently vacant and dark would result in a substantial change in the

existing environment. The 2016 RSPU SEIR determined this impact associated with the proposed MLS Stadium would remain significant and unavoidable.

With regard to glare impacts, the 2016 RSPU SEIR determined that, because the details of construction materials to be used on future buildings developed pursuant to the proposed RSPU were unknown, it is possible that the cladding of future buildings could cause substantial increases in the amount of glare in the project area if the surfaces of structures are highly reflective. This impact was determined to be potentially significant. The 2016 RSPU SEIR determined that implementation of Mitigation Measure 4.1-4 would substantially lessen and avoid potential glare impacts by limiting the permitted construction materials of new buildings to non-reflective materials and the impact would be reduced to a less-than-significant level.

Consistent, with the proposed physical development of the project site evaluated in the 2007 RSP EIR and the 2016 RSPU SEIR, the proposed project would introduce new buildings and structures on the project site, including high-rise buildings, that could create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. As identified in the previous environmental documents, all projects in the RSP area, including the project site, would be subject to the City's Site Plan and Design Review and/or Preservation Review permit process to ensure development is consistent with design standards identified in the RSPU design guidelines, which regulate lighting design and illumination in both public and private realms. In addition, the Sacramento 2035 General Plan includes Policy ER 7.1.3, which requires projects to minimize obtrusive light by limiting outdoor lighting that is misdirected, excessive, or unnecessary, and requiring light for development to be directed downward to minimize spill-over onto adjacent properties and reduce vertical glare. Compliance with General Plan Policy ER 7.1.3 would further ensure that the proposed project would not create a new source of substantial light and the impact would be less than significant. In addition, The Sacramento 2035 General Plan includes Policy ER 7.1.4, which prohibits new development from (1) using reflective glass that exceeds 50 percent of any building surface and on the bottom three floors, (2) using mirrored glass, (3) using black glass that exceeds 25 percent of any surface of a building, (4) using metal building materials that exceed 50 percent of any street-facing surface of a primarily residential building, and (5) using exposed concrete that exceeds 50 percent of any building. Required adherence to the requirements of the general plan would ensure that the proposed project would not create glare that could result in a public hazard or a substantial annoyance to nearby land uses, and the impact would be less than significant. Consequently, changes introduced by the proposed project and/or new circumstances relevant to the project would not, as compared to the 2007 RSP EIR and the 2016 RSPU SEIR, result in new significant adverse impacts related to production of adverse light or glare in significant impacts that are substantially more severe than impacts previously disclosed. Compliance with City policies would minimize the impacts of light and glare on nighttime views such that no mitigation is required.

## Mitigation Measures

None required.

### ***Additional 2020 Mitigation Measures***

None

## **Conclusion**

Changes introduced by the proposed project and/or new circumstances relevant to the project would not, as compared to the 2007 RSP EIR and subsequent 2016 RSPU SEIR, result in new significant impacts relating to aesthetics, light, and glare, or significant impacts that are substantially more severe than impacts previously disclosed. No new mitigation measures would be required. In addition, there is no new information of substantial importance showing that the project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the previous EIRs. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIRs would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative. For these reasons, impacts related to aesthetics, light, and glare from the proposed project would not require the preparation of a subsequent EIR.

## Air Quality

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
<b>3. Air Quality.</b> Would the project:					
a. Conflict with or obstruct implementation of the applicable air quality plan?	2016 RSPU SEIR page 4.2-33 to 4.2-39	No	No	No	Yes 2007 RSP EIR MM 6.1-3
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	2007 RSP EIR page 6.1-20 to 6.1-26, 2016 RSPU SEIR page 4.2-39 to 4.2-61	No	No	No	Yes 2007 RSP EIR MM 6.1-3  2016 RSPU SEIR MM 4.2-2(a-d)
c. Expose sensitive receptors to substantial pollutant concentrations?	2007 RSP EIR page 6.1-26 to 6.1-30, 2016 RSPU SEIR page 4.2-61 to 4.2-65	No	No	No	Yes 2016 RSPU SEIR MM 4.2-2(b)
d. Result in other emissions (such as those leading to odors) affecting a substantial number of people?	2007 RSP EIR page 6.1-30 & 6.1-31, 2016 RSPU SEIR pages 4.2-66 & 4.2-67	No	No	No	Yes

## Discussion

### ***Relevant Changes to Project Related to Air Quality***

The 2007 RSP EIR and 2016 RSPU SEIR evaluated potential effects resulting from development of the RSP Area on regional and local air quality, during both construction and operation. Air quality and health risk impacts were evaluated in the previous EIRs were based on the entire RSP Area, of which the Sacramento Valley Station Area Plan (Area Plan) project site is a subset (Lots 38, 39, and 40).

The 2007 RSP EIR included analysis of proposed Transportation Use (TU) on Lots 38 and 39 and Office/Residential Mixed Use (ORMU) on Lot 40 in the RSP Area, allowing for a broad range of

mixed uses including transportation-related and transit supportive services, retail, office, hotel, residential and other uses.

The 2016 RSPU SEIR replaced zoning designations with special planning district zoning based on existing zones that are included in the City's Planning and Development Code and established and analyzed assumed levels of development for the RSP Area as a whole. Lots 38 and 39 were designated as Public/Quasi-Public and zoned Heavy Industrial (M-2 SPD), and Lot 40 was rezoned to Central Business District (C-3 SPD).

The proposed Area Plan further refines the planned buildout of Lots 38, 39, and 40 and proposed development of a multi-modal transit center including commercial space, a Bus and Mobility Center (BMC), a north tunnel entrance, a light rail transit station with passenger loading area, an arrival plaza, several outdoor amenities, and private office, hotel, and residential development. Development intensity of the Area Plan is consistent with what was assumed in the RSPU analysis. In addition, the planned land uses for the project area remain consistent between the RSP, RSPU and the proposed Area Plan. In both the 2007 RSP EIR and the 2016 RSPU SEIR, the City anticipated that those lots would be developed for transit and transit-supporting uses such as residential, office, retail, and hotel uses. Therefore, air quality impacts from development proposed by the Area Plan were included in the analysis contained in the RSPU SEIR.

### ***Relevant Changes to Environmental Setting***

The proposed Area Plan is a part of the RSP Area located within the Sacramento Valley Air Basin (SVAB). The Sacramento Metropolitan Air Quality Management District (SMAQMD) continues to be the air quality regulatory agency for the area. The SVAB is designated as a nonattainment area with respect to state and federal ozone standard, the 24-hour federal PM<sub>2.5</sub> standard and state PM<sub>10</sub> standards. The area is designated as either attainment or unclassified with respect to all other state and federal ambient air quality standards. The proposed Area Plan area continues to experience exceedances of the ozone and Particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) standards.

Since the publication of the 2016 RSPU SEIR, the latest update made to the State Implementation Plan (SIP, required as part of federal air quality planning requirements for nonattainment areas) includes the *2017 Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan*, which addresses attainment of the federal 8-hour ozone standard, as well as the *2009 Triennial Report and Plan Revision*, which addresses attainment of the state ozone standard. These are the most recent air quality plans applicable to the SVAB. There have been no other changes to the air quality regulatory context since the publication of the 2016 SEIR.

The nearest sensitive receptors to the proposed Area Plan project site are the residences located at the intersection of I street with 5<sup>th</sup> Street, approximately 75 feet to the south of the plan area boundary. Additional residences are located beyond 1,000 feet to the east in the Alkali Flat neighborhood.

## **Comparative Impacts Discussion**

### **Consistency with Clean Air Plan**

The *2017 Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan* which addresses attainment of the federal 8-hour ozone standard, and the *2015 Triennial Report and Plan Revision*, are the latest plans issued by the SMAQMD, which incorporate land use assumptions and travel demand modeling from the Sacramento Area Council of Governments (SACOG). To determine compliance with the applicable air quality plan, the SMAQMD recommends comparing the project to the SACOG growth projections included in the *Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS)*.

The analysis in the RSPU SEIR included specific development assumptions for Lot 40, but no development capacity was specifically attributed to Lots 38 and 39 and therefore, development of Lots 38 and 39 with transit-supportive uses was not explicitly included in the RSPU SEIR analysis. However, development of Lots 38 and 39 with transit-supportive uses was assumed within the background development assumptions that were derived from the SACOG 2012 MTP/SCS, and buildup of those assumptions was carried forward into subsequent MTP/SCS iterations, including the SACOG 2016 MTP/SCS which forms the basis of *2017 Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan*, the applicable air quality plan for the SVAB.

Although the Area Plan would be consistent with the SACOG 2016 MTP/SCS, as discussed above under Operational Impacts, upon full-buildout of the Area Plan project area, unmitigated operational emissions of ROG and NOx emissions could exceed the threshold of 65 pounds per day and would be considered significant for CEQA purposes. If not mitigated, the pollutant emissions generated during future operations of the Area Plan could conflict with or obstruct implementation of applicable air quality plans.

A similar conclusion was reached in both the 2007 and 2016 analyses and the significant impact was addressed through the adoption of the RailYards Final Air Quality Mitigation Plan which implemented Mitigation Measure 6.1-3 (on page 6.1-24 of the 2007 RSP DEIR) requiring the applicant to develop an Air Quality Mitigation Plan (AQMP) demonstrating that the project can reduce onsite ozone emissions (ROG and NOx) by 15 percent or more, subject to the approval of the SMAQMD. The proposed Area Plan incorporates most of the measures that were included in the 2007 AQMP. In addition, changes in policies, regulations, and building standards have reduced direct and indirect emissions of new development (e.g., CALGreen, Title 24).

As discussed under Operational Impacts, the SMAQMD recommends that lead agencies require projects exceeding their daily thresholds of ROG and/or NOx reduce their ozone precursor emissions from transportation sources by 15 percent. Because the proposed Area Plan would facilitate the development of a high-density, mixed-use, transit-oriented development, much of the reduction would be achieved by project design and location within the Sacramento urban core providing access to land uses in the area to a variety of transportation options, much of the reduction would be achieved by project design. Combined with the effects of regular updates to Title 24 and the California Building Codes (including CALGreen) and the incorporation of

emission reduction measures that were proposed under the 2007 RSP AQMP, the project is expected to result in the required 15 percent reduction. Thus, the proposed Area Plan would be consistent with the land use parameters established for the project area in the SACOG MTP/SCS and would incorporate provisions, similar to the 2007 AQMP, that would reduce unmitigated emissions by at least 15 percent, this impact is considered less than significant. Any additional reduction of emissions resulting from the City fulfilling its commitment to implement the project under the LCC, zero-carbon framework would be additive to the reductions already incorporated through land use decisions.

## **Construction Impacts**

Both the RSP EIR and the RSPU SEIR identified significant air quality impacts during construction, which were mitigated to a less than significant level with the implementation of identified mitigation measures detailed below. Construction activities associated with the proposed Area Plan would be similar, and would consist of site grading, excavation for infrastructure and building foundations, building construction, exterior finishing, and paving and landscaping installation. Emissions would be generated from the operation of construction equipment and vehicles used to transport workers, equipment and materials to from the Project site. Impacts are likely to be similar to those analyzed previously and would result in a significant impact without implementation of SMAQMD's Basic Construction Emission Control Practices to control PM<sub>10</sub> and PM<sub>2.5</sub>. All construction activities would be required to implement Mitigation Measures 4.2-2(a) through 4.2-2(d) to reduce this impact to a less than significant level. These measures include the SMAQMD's Basic Construction Emission Control Practices to control PM<sub>10</sub> and PM<sub>2.5</sub> during construction and would reduce construction impacts to a less than significant level.

## **Operational Impacts**

The 2007 RSP EIR evaluated operational ozone precursor and PM emissions under impact 6.1-3 (on pages 6.1-23 through 6.1-26) and concluded that implementation of the RSP would result in ROG and NOx emissions that would exceed the SMAQMD significance thresholds. Similarly, the incremental build-out of the RSPU, as analyzed in the 2016 SEIR was also found to result in emissions of ROG and NOx that would exceed the SMAQMD significance thresholds resulting in a significant impact. SMAQMD recommends that lead agencies require projects generating ROG and/or NOx emissions that exceed the District's daily thresholds to reduce their ozone precursor emissions from transportation sources by 15 percent. This percentage is determined based on the project location within the Sacramento Urban Core, which is part of the SIP. Using the SMAQMD Recommended Guidance for Land Use Emission Reduction, the SEIR estimated that all proposed projects would meet or exceed the 15 percent emission reduction/mitigation guideline established by the SMAQMD. Even with achievement of the SMAQMD-required 15 percent reduction in operational mobile source emissions, NOx and ROG emissions associated with RSPU were found to exceed the SMAQMD threshold of 65 pounds per day resulting in a significant and unavoidable impact, consistent with the conclusion in the 2007 RSP EIR.

Development intensity under the proposed Area Plan would be consistent with what was assumed in the 2016 RSPU SEIR analysis. Therefore, the scale of operational emissions from area sources, stationary sources and mobile sources under the Area Plan would be similar to what was previously analyzed in the 2016 RSPU SEIR. Development of the multi-modal transit center within the Sacramento Urban Core would help reduce vehicle trips generated by the surrounding land uses by providing access to a variety of transit options. Therefore, vehicle trips generated by the implementation of the Area Plan would not generate operational emissions in excess of what was previously analyzed. Operational impacts from the development of the Area Plan would be similar to what was previously identified. As detailed in the discussion of consistency with the clean air plan above, the Area Plan would implement measures identified in the 2007 AQMP and would also benefit from its design features and location as a high-density, mixed-use, transit-oriented development within the Sacramento urban core providing access to land uses in the area to a variety of transportation options. Therefore, much of the SMAQMD-required 15 percent reduction in operational mobile source emissions would be achieved by project design and the implementation of measures in the 2007 AQMP, consistent with what was estimated in the 2016 RSPU SEIR analysis. Based on the 2016 RSPU SEIR analysis, this reduction would not reduce operational emissions to a level below SMAQMD operational thresholds. Therefore, the operational impact of the proposed Area Plan would be considered significant and unavoidable, consistent with the conclusions in the 2007 and 2016 analyses. Consistent with the direction of the SMAQMD, no further mitigation would be required.

### **Health Risk to Existing and Future Receptors**

The 2007 RSP EIR evaluated health risks from potential exposure of receptors to Diesel Particulate Matter (DPM) emissions from off-road construction equipment, diesel trucks on I-5, diesel powered trains on UPRR tracks within the RSP Area, and diesel emissions from vehicles that would use the proposed Sacramento Intermodal Transportation Facility. The 2007 RSP EIR found that DPM emissions generated during construction or after full-build out of the RSP would not result in a significant health risk within the RSP Area or at the nearest existing residential receptor. The 2007 RSP EIR concluded that the project health risks would be less than significant.

The 2016 RSPU SEIR analysis also determined less than significant health risk impacts from construction as the duration of the proposed construction activities under the RSPU would only constitute a small percentage of the total 30-year exposure period and hence, not be expected to result in concentrations causing significant health risks. The 2016 RSPU SEIR analysis includes an operational Health Risk Assessment (HRA) of sources in the RSPU area. The HRA evaluation considered the combined health risks from operation of the diesel generators at the proposed Stormwater Outfall, KP Medical Center, and MLS Stadium, the operation of emergency generators and boilers located in the Central Utility Plant at the KP Medical Center, the use of hazardous chemicals at the KP Medical Center, and from diesel truck traffic on I-5, and concluded that the health risk impacts at the maximum exposed receptor would be less than the SMAQMD health risk thresholds, and hence, less than significant.

Construction of the proposed project would generate DPM emissions during construction and operation. Existing sensitive receptors in the form of residential uses are located within 600 feet from the project site and would be exposed short-term emissions of DPM during construction. Construction impacts would be similar to those analyzed in the 2016 RSPU SEIR and would be considered to be less than significant as the construction duration of the proposed project would be shorter than the buildup of the RSPU, which was found to generate less than significant health risk impacts during construction. In addition, implementation of Mitigation Measure 4.2-2(b) would reduce DPM emissions from construction equipment by 45%, as compared to the state fleet average and would further reduce the impact. Overall, DPM generated during construction would not be expected to result in concentrations causing significant health risks at nearby receptors.

Once operational, the proposed uses in the Area Plan area may include additional DPM sources such as diesel emergency generators and diesel-fueled vehicle trips generated by the proposed uses. The operational HRA included in the 2016 analysis did not include any sources in the Area Plan area. Therefore, health risk impacts from sources in the Area Plan to existing and future receptors have not been evaluated and could result in a potentially significant impact. With the implementation of newly identified **Mitigation Measure AIR-1**, health risk impacts during operation would be reduced to a less-than-significant level.

### **Carbon Monoxide and Other Pollutants**

As part of revisions to the SMAQMD CEQA guidance since the publication of the 2016 SEIR, pollutants such as CO, sulfur dioxide ( $\text{SO}_2$ ) and lead are of less concern for the region because operational activities are not likely to generate substantial quantities of these criteria air pollutants and the SVAB has been in attainment for these criteria air pollutants for multiple years.<sup>4</sup> Consequently, quantification of CO concentrations near roadways is no longer part of their analysis expectations and is therefore not included in this analysis.

### **Odors**

Both the 2007 RSP EIR and the 2016 RSPU SEIR identified the Sacramento River Water Treatment Plant (SRWTP) adjacent to the RSP Area to the northwest as a potential source of odor that future receptors in the RSP Area could be exposed to. However, as no uses proposed adjacent to the SRWTP would be odor-sensitive as there would be adequate buffer distance between the SRWTP and the nearest on-site odor-sensitive uses (e.g. residential uses south of Southpark Street and east of 5th Street), odor impacts were determined to be less than significant.

The proposed Area Plan would locate residential uses farther away from the SRWTP than previously analyzed in the 2016 analysis. Therefore, odor impacts from the Area Plan would also be less than significant.

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<sup>4</sup> SMAQMD, 2019. Guide to Air Quality Assessment in Sacramento County - Chapter 4 Operational. July 2019. Available: <http://www.airquality.org/LandUseTransportation/Documents/Ch4OperationalFinal7-2019.pdf>.

## Mitigation Measures

### **2007 DEIR Mitigation Measures**

Mitigation Measures 6.1-1 and Mitigation Measure 6.1-2 on pages 6.1-20 through 6.1-23 of the 2007 RSP EIR is included in the 2016 SEIR as Mitigation Measure 4.2-2 and is described below.

Mitigation Measure 6.1-3 requiring the development of an AQMD was implemented with the adoption of the Railyards Final Air Quality Mitigation Plan. Measures included in this Plan would be applicable to the Area Plan, consistent with SMAQMD requirements.

### **2016 Subsequent EIR Mitigation Measures**

Since the publication of the 2007 RSP EIR, the SMAQMD has updated its Basic Construction Emission Control Practices. Mitigation Measure 4.2-2 described below reflects the latest SMAQMD Basic Construction Emission Control Practices, which are different than those identified in Mitigation Measures 6.1-1 and Mitigation Measure 6.1-2 on pages 6.1-20 through 6.1-23 of the 2007 RSP EIR.

#### **Mitigation Measure 4.2-2(a) (RSPU, KPMC, MLS, SO)**

City approval of any grading or improvement plans shall include the following SMAQMD Basic Construction Emission Control Practices:

- *All exposed surfaces shall be watered two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.*
- *Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways shall be covered.*
- *Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.*
- *Limit vehicle speeds on unpaved roads to 15 miles per hour.*
- *All roadways, driveways, sidewalks, parking lots shall be paved as soon as possible. In addition, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.*
- *Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site.*

- *Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment shall be checked by a certified mechanic and determine to be running in proper condition before it is operated.*

#### **Mitigation Measure 4.2-2(b) (RSPU, KPMC, MLS, SO)**

City approval of any grading or improvement plans shall include the following SMAQMD Enhanced Exhaust Control Practices:

- *Provide a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the proposed project to the City and the SMAQMD. The inventory shall include the horsepower rating, engine model year, and projected hours of use for each piece of equipment. The construction contractor shall provide the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. This information shall be submitted at least 4 business days prior to the use of subject heavy-duty off-road equipment. The inventory shall be updated and submitted monthly throughout the duration of the proposed projects, except that an inventory shall not be required for any 30-day period in which no construction activity occurs.*
- *Provide a plan in conjunction with the equipment inventory, approved by the SMAQMD, demonstrating that the heavy-duty (50 horsepower or more) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20% NOx reduction and 45% particulate reduction compared to the most recent CARB fleet average. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.*
- *Emissions from all off-road diesel powered equipment used on the project site shall not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this measure shall supersede other SMAQMD or state rules or regulations.*

- *If at the time of granting of each building permit, the SMAQMD has adopted a regulation applicable to construction emissions, compliance with the regulation may completely or partially replace this mitigation. Consultation with the SMAQMD prior to construction will be necessary to make this determination.*

### **Mitigation Measure 4.2-2(c) (RSPU, KPMC, MLS, SO)**

City approval of any grading or improvement plans shall include the following SMAQMD Fugitive Dust Control Practices:

- *Water exposed soil with adequate frequency for continued moist soil.*
- *Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph.*
- *Install wind breaks (e.g., plant trees, solid fencing) on windward side(s) of construction areas.*
- *Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established.*
- *Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site.*
- *Treat site accesses to a distance of 100 feet from the paved road with a 6 to 12-inch layer of wood chips, mulch, or gravel to reduce generation of road dust and road dust carryout onto public roads.*
- *Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of the District shall also be visible to ensure compliance.*

### **Mitigation Measure 4.2-2(d) (RSPU)**

*Project applicants shall pay into the SMAQMD's construction mitigation fund to offset construction-generated emissions of NOx that exceed SMAQMD's daily emission threshold of 85 lbs/day. Fees shall be paid to SMAQMD based upon the previously agreed upon Railyards Specific Plan fee of \$2,603 per acre developed.*

## **Additional 2020 Mitigation Measures**

### **Mitigation Measure AIR-1**

*Prior to site plan and design review approval, the City or project applicant shall conduct a Health Risk Assessment that will characterize the operational health risk*

*from sources within the Area Plan. The City Planning Office shall verify that design recommendations identified to mitigate any significant health risk impacts, in the required health risk assessment, have been incorporated in the project design.*

## Conclusion

The Sacramento Valley Station Area Plan will be constructed within the footprint previously analyzed in the 2007 RSP EIR and 2016 RSPU SEIR. Changes introduced by the proposed Area Plan and/or new circumstances relevant to the project would not, as compared to the 2007 RSP EIR and the 2016 RSPU SEIR, result in a new significant impact or significant impacts related to air quality that are substantially more severe than significant impacts previously disclosed. In addition, there is no new information of substantial importance showing that the proposed Area Plan project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the 2016 RSPU SEIR. Nor is there new information of substantial importance showing that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project.

## Biological Resources

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
<b>4. Biological Resources.</b> Would the project:					
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	SRSPU DSEIR page 4.3-38 to 4.3-62	No	No	No	Yes 2016 RSPU SEIR MM 4.3-2(a-b), 4.3-4, & 4.3-6
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	SRSPU DSEIR page 4.3-62 to 4.3-65	No	No	No	Yes
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	SRSPU DSEIR page 4.3-62 to 4.3-65	No	No	No	Yes
d. Interfere substantially with the movement of any native resident or migratory fish and wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	SRSPU DSEIR page 4.3-65 to 4.3-68	No	No	No	Yes 2016 RSPU SEIR MM 4.3-8
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	SRSPU DSEIR page 4.3-68 to 4.3-70	No	No	No	No 2016 RSPU SEIR MM 4.3-9
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	This impact was not previously analyzed, however there are no HCPs that cover the RSP Area or Area Plan project site.	No	No	No	No

## Discussion

### ***Relevant Changes to Project Related to Biological Resources***

The 2007 RSP EIR and 2016 RSPU SEIR evaluated potential effects resulting from development of the RSP Area on biological resources, including habitats and special-status species. Biological resources evaluated in the previous EIRs were based on the entire RSP Area, of which the Sacramento Valley Station Area Plan (Area Plan) project site is a subset (Lots 38, 39, and 40). The 2007 EIR included analysis of proposed Transportation Use (TU) on Lots 38 and 39 and Office/Residential Mixed Use (ORMU) on Lot 40 in the RSP Area, allowing for a broad range of mixed uses. Future development was anticipated to include transportation-related and transit supportive services, retail, office, hotel, residential and other uses that would capitalize on the transit opportunities.

The 2016 RSPU SEIR replaced zoning designations with special planning district zoning based on existing zones that are included in the City's Planning and Development Code, and established and analyzed assumed levels of development for the RSP Area as a whole. Lots 38 and 39 were designated as Public/Quasi-Public and zoned Heavy Industrial (M-2 SPD), and Lot 40 was rezoned to Central Business District (C-3 SPD). Development of the Area Plan project site was assumed in the RSPU and the impacts from this development were included in the analysis contained in the RSPU SEIR. Lots 38 and 39 retained their planned land use from the 2007 RSP. The RSPU SEIR assumed the same impacts from development of those lots as was anticipated in the 2007 RSP EIR. In both the 2007 RSP EIR and the RSPU SEIR, the City anticipated that those lots would be developed for transit and transit-supporting uses such as residential, office, retail, and hotel uses.

The 2016 RSPU SEIR also included consideration of three projects proposed in the Railyards: the Kaiser Permanente Medical Center, the Major League Soccer Stadium, and a new stormwater outfall on the east bank of the Sacramento River. These projects are located outside of the Area Plan project site, thus their associated impacts (specifically to fish and their designated critical habitat and migratory corridors; shaded riverine aquatic habitat; riparian habitat; wetland habitat; state and federal jurisdictional waters/wetlands; and western pond turtle) are not applicable to this Addendum. There is no aquatic habitat in the Area Plan project site.

The proposed Area Plan further refines the planned buildout of Lots 38, 39, and 40. The proposed Area Plan project would utilize the existing historic station and develop new structures and outdoor amenities in areas surrounding the existing and proposed structures. Under the proposed Area Plan, the project site would include a multi-modal transit center including commercial space, a Bus and Mobility Center (BMC), a tunnel entrance, a light rail transit station with passenger loading area, an arrival plaza, several outdoor amenities, and private office, hotel, and residential development.

### ***Relevant Changes to Environmental Setting***

The proposed Area Plan project site primarily consists of developed, urban land with structures, parking lots, and vacant habitat. Land use and habitat in the Area Plan project site, which is a

subset of the RSP Area analyzed in the 2007 RSP EIR and 2016 RSPU SEIR, has remained largely unchanged since the certification of the RSP EIR and RSPU SEIR. There have been no substantial changes to the environmental setting that would result in the proposed project having new significant impacts to biological resources that were not considered in the prior environmental documents or that substantially increase the severity of previously identified impacts.

### ***Comparative Impacts Discussion***

The 2007 RSP EIR and 2016 RSPU EIR determined that the following special-status species have medium to high potential to occur in the upland habitat in RSP Area: Swainson's hawk (*Buteo swainsoni*); white-tailed kite (*Elanus leucurus*); purple martin (*Progne subis*); valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*; VELB); and special-status bat species (pallid bat [*Antrozous pallidus*], western red bat [*Lasiurus blossevillii*], hoary bat [*Lasiurus cinereus*], and Yuma myotis [*Myotis yumanensis*]). The 2007 RSP EIR and the 2016 RSPU SEIR determined that development of the RSP Area would result in less than significant impacts to Swainson's hawk foraging habitat and movement corridors for terrestrial species, and no mitigation measures would be required.

The 2007 RSP EIR and the 2016 RSPU SEIR determined that development of the RSP could result in potentially significant impacts to nesting Swainson's hawk, other raptors, and nesting birds as a result of loss of nest sites through vegetation removal, as well as disturbances from construction noise. The proposed Area Plan Project would not result in new or more significant impacts to Swainson's hawk, other raptors, and nesting birds. Mitigation Measure 4.3-2(a) would apply to the Area Plan area and would require preconstruction surveys for nesting bird species and impact-avoidance measures to ensure that the loss of, or impacts to, nesting birds does not occur during construction activities. These actions would reduce impacts to nesting Swainson's hawk, other raptors, and nesting birds to a less-than-significant level.

The purple martin colony located in the I Street Bridge would not be physically impacted by development of the RSP or Area Plan area, however impacts could occur as a result of construction-related disturbance. The I Street Bridge purple martin colony is one of the last nesting colonies in the Sacramento Area, and in the California's Central Valley, where the species was once widespread. Mitigation Measure 4.3-2(b) would apply to the Area Plan area and would require three years of consecutive surveys prior to development within 500 feet of suitable habitat, and would require preparation and implementation of a Purple Martin Monitoring and Management Plan (PMMMP) prior to construction within 500 feet of an active purple martin colony. The 2007 RSP EIR determined that implementation of avoidance and minimization measures would reduce impacts to less-than-significant levels; however, upon further analysis in the 2016 RSPU SEIR, it was determined that due to the downward trend in population numbers of the I Street Bridge purple martin colony, and because the PMMMP is not guaranteed to mitigate for the potential impacts to habitat surrounding purple martin nest sites, that impacts related to development of the proposed RSP would remain significant and unavoidable. The proposed Area Plan Project would not result in new or more significant impacts to purple martins.

Mitigation Measure 4.3-2(b) would apply to the Area Plan area and impacts would remain significant and unavoidable.

The 2007 RSP EIR determined that impacts to VELB would be less than significant based on the assumption that prior to removal of elderberry shrubs the project would obtain a federal take permit from USFWS. The 2016 RSPU SEIR revised the analysis to not assume consistency with the Federal Endangered Species Act (FESA). The 2016 RSPU SEIR determined that development of the RSP could result in potentially significant impacts to VELB through removal of elderberry shrubs, or construction within 100 feet of an elderberry shrub. An elderberry shrub previously identified northeast of the intersection of 6<sup>th</sup> Street and Government Alley occurs within the RSP Area and could be impacted by the proposed Area Plan Project. No new or more significant impacts to VELB would occur. Mitigation Measure 4.3-4 would apply to the Area Plan area and would require preconstruction surveys for VELB and elderberry shrubs, and protection and/or compensation for shrubs within 100 feet of proposed development to ensure no reduction in VELB habitat as a result of construction activities. These actions would reduce impacts to VELB to a less-than-significant level.

The 2007 RSP EIR and the 2016 RSPU SEIR determined that development of the RSP could result in potentially significant impacts to special-status bats and bat maternity colonies through removal or construction-related disturbance. The proposed Area Plan Project would not result in new or more significant impacts to bats. Mitigation Measure 4.3-6 would apply to the Area Plan area and would require preconstruction surveys for maternity roosting sites within 100 feet of project activities, and if found, observance of no-disturbance zones to ensure that the loss of, or impacts to, maternity bat roosts does not occur during construction activities. These actions would reduce impacts to bats to a less-than-significant level.

The 2007 RSP EIR and the 2016 RSPU SEIR determined that development of the RSP could result in potentially significant impacts to movement corridors of migratory fish through increases in artificial nighttime ambient lighting conditions which could spill over onto the Sacramento River and potentially alter fish behavior. Altered fish behavior could result in movements that are delayed, disrupted, or subject to increase predation (including shoreline angler access). The proposed Area Plan Project would not result in new or more significant impacts to movement corridors of migratory fish. Mitigation Measure 4.3-8 would apply to the Area Plan area and would require mechanisms to reduce potential night lighting impacts and minimize light spillover in portions of the RSP Area west of I-5. These measures would reduce impacts to movements of fish species to a less-than-significant level.

The 2007 RSP EIR and the 2016 RSPU SEIR determined that development of the RSP could result in potentially significant impacts to trees protected by local policies through disturbance or loss. The proposed Area Plan Project would not result in new or more significant impacts to protected trees. Mitigation Measure 4.3-9 would apply to the Area Plan area and would require compliance with the City of Sacramento tree protection ordinance to reduce impacts to protected trees. These measures would reduce impacts to protected trees to a less-than-significant level.

## Mitigation Measures

Mitigation Measures in the 2016 RSPU SEIR supersede those in the 2007 RSP EIR and 2012 Addendum to the EIR to address potential impacts to special-status species and trees protected by the City of Sacramento Tree Ordinance. Implementation of these mitigation measures would ensure that impacts are reduced to less-than-significant levels where possible.

### ***2007 DEIR Mitigation Measures***

Mitigation Measures in the 2007 EIR either remain the same as, or were modified for clarity in the 2016 SEIR.

### ***2007 FEIR Mitigation Measures***

Mitigation Measures in the 2007 EIR either remain the same as, were modified for clarity, or were added in the 2016 SEIR.

### ***2012 Addendum to the EIR Mitigation Measures***

Mitigation Measures in the 2012 Addendum to the EIR either remain the same as, were modified for clarity, or were added in the 2016 SEIR.

### ***2016 Subsequent EIR Mitigation Measures***

The following mitigation measures referenced in the SEIR for the RSPU Area would continue to remain applicable if the proposed project amendments are adopted.

#### **Mitigation Measure 4.3-2(a)**

The project applicant shall conduct any tree removal activities required for project construction outside of the migratory bird and raptor breeding season (February 1 through August 31) where feasible. For any construction activities that will occur between February 1 and August 31, the applicant shall conduct preconstruction surveys in suitable nesting habitat within 500 feet of the construction area for nesting raptors and migratory birds. Surveys shall be conducted by a qualified biologist. In addition, all trees slated for removal during the nesting season shall be surveyed by a qualified biologist no more than 48-hours before removal to ensure that no nesting birds are occupying the tree. For Swainson's hawk nesting habitat, surveys shall be conducted in accordance with the Swainson's Hawk Technical Advisory Committee's Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley). If active nests are found during the survey, the applicant shall implement mitigation measures to ensure that the species will not be adversely affected, which will include establishing a no-work buffer zone as, approved by CDFW, around the active nest.

Measures may include, but would not be limited to:

1. Maintaining a 500-foot buffer around each active raptor nest. No construction activities shall be permitted within this buffer. Maintaining a 100-ft buffer around each active purple martin nest. No construction activities are permitted within

this buffer. For other migratory birds, a no-work buffer zone shall be established, approved by CDFW, around the active nest. The no-work buffer may vary depending on species and site specific conditions as approved by CDFW.

2. Depending on conditions specific to each nest, and the relative location and rate of construction activities, it may be feasible for construction to occur as planned within the buffer without impacting the breeding effort. In this case (to be determined on an individual basis), the nest(s) shall be monitored by a qualified biologist during construction within the buffer. If, in the professional opinion of the monitor, the project would impact the nest, the biologist shall immediately inform the construction manager. The construction manager shall stop construction activities within the buffer until the nest is no longer active. Completion of the nesting cycle shall be determined by a qualified biologist.

### **Mitigation Measure 4.3-2(b)**

If three years of consecutive surveys of the suitable habitat (i.e., weep holes) within the I Street Bridge viaduct, I-5 elevated structure within the RSP Area, or the proposed new I Street Bridge over the Sacramento River do not indicate purple martin use of the area as breeding habitat, then no further mitigation is required. The following mitigation shall only be required if purple martin have been documented nesting in the suitable habitat (i.e., weep holes) within the I Street Bridge viaduct, or the I-5 elevated structure within the RSP Area, or the proposed new I Street Bridge for at least one of three previous years prior to development within 500 feet of aforementioned areas.

Prior to construction within 500 feet of an active purple martin colony (active within the past three years), the applicant shall retain a qualified biologist to prepare and then shall implement a Purple Martin Monitoring and Management Plan (PMMMP), to the satisfaction of the City. The PMMMP shall be enforced by the City in areas of suitable habitat (i.e., weep holes) within 500 feet of the I Street Bridge viaduct, or the elevated structure of Interstate 5 within the RSP Area. The PMMMP shall identify land use and building design requirements, landscape design and maintenance requirements, and management actions for the protection, enhancement, creation, and/or replacement of purple martin habitat within the RSP Area. Performance of the PMMMP shall be based on land use, and building design standards, landscape design, and maintenance criteria, and management actions that benefit purple martin. The PMMMP shall be tailored to the status and nesting locations of purple martins onsite at the time of plan creation, and will include at a minimum the criteria below, or equivalent measures to conserve, protect, and restore purple martin habitat.

a) Land Use and Building Design Criteria:

- Prohibit buildings that obstruct flight path to and from nest sites within 120 feet of nesting locations.
- Maintain a minimum of 21 feet of vertical space beneath weep holes
- Maintain 230 feet of perching wire within 200 feet of the colony

b) Landscape Design and Maintenance Requirements:

- Prohibit trees taller than nest height within 330 feet of nest sites
  - Limit tree plantings within 500 feet of the site to those that produce suitable nesting material (pine species). Areas beneath trees shall not be landscaped, and litter material left in place for nest material use by birds
  - Ensure suitable nesting material is available for martin use. If no nest material is available for martins, place nesting material (straw, pine needles, etc.) within area for use by purple martin during the breeding bird season
  - Prohibit planting of ornamental fruit bearing trees within 500 feet of purple martin nests, including the colonization of weedy fruit-bearing trees such as privet
- c) Management Actions:
- Install, or cause to be installed, and/or maintain to ensure good working order, nest guards on weep holes where purple martin are known to nest, subject to approval from the facility's owner

**Mitigation Measure 4.3-4:**

1. Prior to construction within the RSP Area, the site shall be surveyed for the presence of the valley elderberry longhorn beetle and its elderberry host plant by a qualified biologist in accordance with USFWS protocols. If elderberry plants with one or more stems measuring 1.0 inch or greater in diameter at ground level occur on or adjacent to the project site, or are otherwise located where they may be directly or indirectly affected by the Proposed Project, minimization and compensation measures, which include transplanting existing shrubs and planting replacement habitat (conservation plantings), are required (see below). Surveys are valid for a period of two years. Elderberry plants with no stems measuring 1.0 inch or greater in diameter at ground level are unlikely to be habitat for the beetle because of their small size and/or immaturity. Therefore, no minimization measures are required for removal of elderberry plants with all stems measuring 1.0 inch or less in diameter at ground level.
2. For shrubs with stems measuring 1.0 inch or greater, the City shall ensure that elderberry shrubs within 100 feet of proposed development be protected and/or compensated for in accordance with the "U.S. Fish and Wildlife Services' (USFWS) Conservation Guidelines for the Valley Elderberry Longhorn Beetle<sup>65</sup> and the Programmatic Formal Consultation Permitting Projects with Relatively Small Effects on the Valley Elderberry Longhorn Beetle Within the Jurisdiction of the Sacramento Field Office."

**Mitigation Measure 4.3-6**

Minimize potential adverse effects to bat species.

Vegetation removal, including tree removal, shall be conducted between September 16 and January 31, to the extent feasible, to minimize the potential loss of bat maternity roosts. The applicant shall conduct pre-construction surveys for roost sites prior to construction activities within 100 feet of the I-5, I Street Bridge, and riparian habitat along the Sacramento River during the bat pupping season (April 1 through July 31). This survey shall be conducted by a wildlife biologist qualified to identify bat species. If no bats are roosting, then no further mitigation is required.

If a bat maternity roost is identified, buffers around the roost site shall be determined by a qualified biologist and implemented to avoid destruction or abandonment of the roost resulting from tree removal or other project activities.

#### **Mitigation Measure 4.3-8**

The applicant shall reduce spillover lighting from the proposed project onto the Sacramento River by implementing the following:

The applicant shall place structural barriers to screen automobile headlights that are directed perpendicular to the river shall be screened along the western project edge. This may be accomplished through the placement of a 3-4 foot vegetated hedge or other structural methods that would not additionally hinder wildlife movement through riverine riparian vegetation. Outdoor lighting within the RSP Area west of I-5 shall be of the minimum wattage required for the particular use and shall be directed to the specific location intended for illumination (e.g., roads, walkways, or recreation fields) to prevent stray light spillover onto sensitive riverine habitat.

All fixtures on elevated light standards within the RSP Area west of I-5, such as in parking lots or along roadways, shall be shielded to reduce direct exposure to the Sacramento River.

#### **Mitigation Measure 4.3-9**

All tree removal within the RSP Area shall comply with the current City of Sacramento tree protection ordinance. The applicant shall implement mitigation measures to protect retained trees, and replace for the loss of tree resources (tree protection, and replacement measures shall be determined in consultation with the City).

#### ***Additional 2020 Mitigation Measures***

None required.

### **Conclusion**

The Sacramento Valley Station Area Plan will be constructed within the footprint previously analyzed in the 2007 RSP EIR and 2016 RSPU SEIR. The 2016 RSPU SEIR analysis assumed the entire RSP Area east of Jibboom Street would be disturbed by construction and development activities. Additionally, the land use designation changes proposed by the Sacramento Valley Station Area Plan are consistent with the previously analyzed land uses under the RSP SEIR.

Therefore, no additional habitat would be eliminated and no additional impacts to special-status species are anticipated beyond that previously analyzed.

No new or significant resources not previously identified are likely to occur in the Area Plan project site. The proposed project would not result in new significant impacts or substantially more severe impacts related to biological resources that were not previously addressed and disclosed in the 2007 RSP EIR or 2016 RSPU SEIR. There would be no new mitigation measures that were not previously considered that would more substantially reduce the potential effects of the proposed project on biological resources. For these reasons, project effects related to biological resources would not require the preparation of a subsequent EIR and the conclusions of the 2016 RSPU SEIR remain valid.

## Cultural Resources

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
<b>5. Cultural Resources.</b> Would the project:					
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	2016 RSPU EIR page 4.4-61	No	No	No	No
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	2016 RSPU EIR page 4.4-54	No	No	No	Yes 2016 RSPU SEIR MM 4.4-1(a) & 4.4-1(c)
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	2016 RSPU EIR page 4.4-75	No	No	No	No 2016 RSPU SEIR MM 4.4-7
d. Disturb any human remains, including those interred outside the formal cemeteries?	2016 RSPU EIR page 4.4-54	No	No	No	No

## Discussion

### ***Relevant Changes to Project Related to Cultural Resources***

The 2007 Railyards Specific Plan (2007 RSP) included analysis of proposed Transportation Use on Lots 38 and 39 and Office/Residential Mixed Use on Lot 40. Future development was anticipated to include retail, office, hotel, residential and other uses that would capitalize on the transit opportunities.

In the 2016 Railyards Specific Plan Update, zoning designations were replaced with special planning district zoning. Lot 40 was rezoned to C-3 SPD, Lot 39 was designated as Public/Quasi-Public and zoned M-2 SPD, and Lot 38 was designated as Public/Quasi-Public and zoned TC-SPD. There are no height limits, except as specified on certain parcels around the Depot, the Central Shops Historic District, the Riverfront, and adjacent to the Alkali Flat neighborhood. Within the C-3 SPD designation, the maximum street-wall height is generally 65 feet, except in areas that are adjacent to the Central Shops Historic District where the street-wall height limit is equal to the maximum height of existing buildings in the Central Shops, and along Railyards Boulevard where the street-wall maximum is 85 feet. The following is from the project description of the SRSPU DSEIR:<sup>5</sup>

The Depot District is unchanged from the 2007 RSP. It would encompass all of the land in the RSP Area south of the realigned UPRR tracks, as well as the right-

<sup>5</sup> ESA, *Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report*, June 2016, page 2-33.

of-way for the rail line itself through the entirety of the plan area. The Depot District would continue to include the Sacramento Valley Station (existing depot and future expanded terminal building), as well as land use designations that would accommodate a high concentration of office uses mixed with residential and retail development.

Under the proposed Area Plan, which includes Lots 38, 39, and 40, the City proposes to construct an approximately 110,000-square foot, multi-modal transit center (proposed transit center) in the area between the existing historic station, and the UPRR tracks to the north of the existing station. The proposed transit center would be a multi-level structure that would include station facilities for passenger rail, light rail, and bus transit and bicycles. Development of lots 38, 39, and 40 was analyzed in the 2007 RSP EIR and 2016 RSPU SEIR.

### ***Relevant Changes to Environmental Setting***

#### ***Comparative Impacts Discussion***

##### **Historical Resources**

The 2007 Railyard Specific Plan EIR and subsequent updates, the most recent of which is the SEIR from 2016, identified and analyzed potential impacts to historic resources within the footprint covered by the RSP. The Area Plan covers a portion of the RSP footprint. Historic resources within the Area Plan footprint include the Southern Pacific Railroad Sacramento Depot (Depot Building) (National, California and Sacramento Register listed), a portion of the Central Shops Historic District with no contributing resources, a portion of the Old Sacramento Historic District with no contributing resources, and a portion of Sacramento's Buried Cultural Landscape/Sacramento Raised Streets/Hollow Sidewalks Historic District with no contributing resources.

Potential impacts from the proposed project, including adjacent new construction, to the Depot Building and the Central Shops Historic District were already analyzed in the 2007 RSP EIR and 2016 RSPU SEIR. The Area Plan proposes no changes to the plans for the rehabilitation of the Depot Building or the contributors to the Central Shops Historic District. Scale, location, visual character of the new construction is substantially similar to that originally proposed and analyzed. No new significant resources have been identified on the project site, and the proposed project would not result in new or more significant effects to historical resources than were discussed in the 2007 EIR and 2016 RSPU SEIR. No new information or changes under the proposed project are known which would affect this conclusion. Therefore, the conclusions of the 2007 RSP EIR and 2016 RSPU SEIRs remain valid and no further analysis is required.

##### **Archaeological Resources and Human Remains**

The 2007 RSP EIR and 2016 RSPU SEIR identified and analyzed potential impacts to archaeological resources and human remains within the footprint covered by the RSP. The Area Plan covers a portion of the RSP footprint. The 2007 RSP EIR reviewed only the eastern portion of the current Sacramento Valley Station area for archaeological sensitivity; this portion of the

area was determined archaeologically sensitive. P-34-2358 is a complex of buried landscape and infrastructures features associated with nineteenth century Sacramento and has been determined eligible for the CRHR and NRHP. The boundaries of the district have evolved over time, and originally included portions of the Central/Southern/Union Pacific Railyards at Sutter Lake. It is likely that archaeological features associated with this site extend into the Sacramento Valley Station portion of the project area.

If native soil (which has the potential to contain prehistoric sites) remains intact in the RSP Area, it will be in areas where railroad construction and filling were limited and therefore where remediation activities were not extensive. Specifically, the margins of Sutter Lake have previously been identified as a likely to yield prehistoric archaeological resources. Between 1863 and 1910, the lake was filled in, with some sources stating as much as 40 feet of fill placed in parts of the lake.<sup>6</sup> P-34-2359 was recorded at the predicted southeastern edge of the former Sutter Lake in the vicinity of the Old Folsom Powerhouse Sacramento Station A. The site was discovered only 9 feet below current street level in an area of the city where the streets were elevated to upwards of 10 feet to protect from flooding. This indicates that P-34-2359 was not deeply buried and was actually very close to historical ground surface. At the time, archaeologists speculated that this site possibly extended into the RSP Area. Archaeological trenching conducted by ICF International to the north of the plotted location for P-34-2359 revealed no prehistoric materials. Given the proximity to a known site, however, this area would also be sensitive for prehistoric resources.

The proposed Area Plan would include construction involving ground disturbing activities that could disturb or destroy potentially significant buried archaeological resources, including human remains, or submerged archaeological sites. Destruction or loss of these resources would potentially result in a significant impact. No new significant resources have been identified on the project site, and the Area Plan Project would not result in new or more significant effects to archaeological resources or human remains than were discussed in the 2007 RSP EIR and 2016 RSPU SEIR. No new information or changes under the proposed Area Plan are known which would affect this conclusion. Therefore, the conclusions of the 2007 RSP EIR and 2016 RSPU SEIR remain valid and no further analysis is required.

Mitigation Measure 4.4-1(a) would apply to the portions of the RSP Area shown in Figure 4.4-9 of the 2016 SEIR as archaeologically sensitive areas, including the Area Plan area. Mitigation Measure 4.4-1(c) addresses the discovery of unanticipated archaeological resources and applies to the Area Plan area. Implementation of these mitigation measures would ensure that (1) CRHR-eligible resources are identified and (2) that the important information these remains contain is recovered, as well as (3) ensuring that human remains are treated appropriately. These actions would reduce these impacts to a less-than-significant level.

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<sup>6</sup> City of Sacramento. 2016. Sacramento Valley Station; Early Site History. Available: <https://www.cityofsacramento.org/Public-Works/Sacramento-Valley-Station/Background/Early-Site-History>.

## Paleontological Resources

The 2007 RSP EIR did not address paleontological resources. The most recent update, the SEIR from 2016, identified and analyzed potential impacts to paleontological resources within the footprint covered by the RSP. The Area Plan covers a portion of the RSP footprint.

The City of Sacramento and surrounding area are not highly sensitive for paleontological resources although some discoveries have been made in the past. Based on a review of known disturbances, there appears to be a very low potential to uncover paleontological resources during project implementation. Nonetheless, if such resources are present, they could be damaged or destroyed during project excavation, pile driving, utilities and/or and related construction activities. Therefore, this impact would be potentially significant.

No new significant resources have been identified on the project site, and the Area Plan Project would not result in new or more significant effects to paleontological resources than were discussed in the 2016 SEIR. No new information or changes under the proposed Area Plan are known which would affect this conclusion. Therefore, the conclusions of the 2016 SEIR remains valid and no further analysis is required.

Mitigation Measure 4.4-7 addresses the discovery of unanticipated paleontological resources and applies to the Area Plan area. Implementation of this mitigation measure would ensure that (1) potentially significant paleontological resources are identified and (2) that the important information these remains contain is recovered. These actions would reduce these impacts to a less-than-significant level.

## Mitigation Measures

### **2016 Subsequent EIR Mitigation Measures**

#### **Mitigation Measure 4.4-1(a)**

- i. *Prior to any ground-disturbing activity in Archaeologically Sensitive Areas (ASAs), a focused Archaeological Testing Plan (ATP) shall be prepared and implemented to determine the presence/absence of archaeological resources and to assess their eligibility to the CRHR. The ATP shall be reviewed and approved by the Preservation Director prior to implementation. An example outline of the ATP is included in Appendix E of this Draft SEIR.*
- ii. *If the testing program identifies CRHR-eligible archaeological resources, an Archaeological Mitigation Plan shall be prepared and implemented.*
- iii. *Based upon the results of test excavations, it may be necessary to conduct archaeological monitoring in some areas. In these areas, an Archaeological Monitoring Plan shall be prepared and implemented to ensure appropriate identification and treatment of anticipated archaeological resources, if any are discovered during grading or construction activities. At a minimum, the Monitoring*

*Plan shall include provisions to result in the cessation of activities upon discovery, evaluation of such resources for historic significance, and if the resource is significant, appropriate treatment based on recommendations of a qualified archaeologist. Appropriate treatment shall include protection of the resource from further damage, and one of the following, as appropriate: (1) preservation in place; (2) return of the resource to the most likely descendent (MLD) (if determined to be of Native American origin), (3) curation in an appropriate location or facility, and/or (4) recordation. The City Preservation Director shall approve the Archaeological Monitoring Plan prior to implementation. An example outline of an Archaeological Monitoring Plan is included in Appendix E of this Draft SEIR.*

- iv. *Prior to construction activities, an archaeologist will lead an in-field tailgate training session for project construction crews on the kinds and types of resources that may be present, and give plans for actions of work stoppage to occur should archeological features be encountered.*

#### **Mitigation Measure 4.4-1(c)**

In the event that unanticipated archaeological resources or human remains are encountered, compliance with federal and state regulations and guidelines regarding the treatment of cultural resources and human remains shall be required. The following details the procedures to be followed in the event that new cultural resource sites or human remains are discovered.

- i. *If a monitoring archaeologist or a member of the construction team believes that an archaeological resource has inadvertently been uncovered, all work adjacent to the discovery shall cease, and an SOI qualified archaeologist immediately notified. Appropriate steps shall be taken, as directed by the archaeologist, to protect the discovery site. The area of work stoppage will be adequate to provide for the security, protection, and integrity of the archaeological resources in accordance with Federal and State Law. At a minimum the area will be secured to a distance of 50 feet from the discovery. Vehicles, equipment, and unauthorized personnel shall not be permitted to traverse the discovery site. The archaeologist shall conduct a field investigation and assess the significance of the find. Impacts to cultural resources shall be lessened to a less-than-significant level through data recovery or other methods determined adequate by the archaeologist and consistent with the Secretary of the Interior's Standards for Archaeological Documentation. All identified cultural resources shall be recorded on the appropriate DPR 523 (A-L) form and filed with the North Central Information Center.*
- ii. *If human remains are discovered at the project construction site during any phase of construction, all ground-disturbing activity within 50 feet of the resources shall be halted and the County Coroner shall be notified immediately, according to Section*

*5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County Coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. If the remains are determined to be Chinese, or any other ethnic group, the appropriate local organization affiliated with that group shall be contacted and all reasonable effort shall be made to identify the remains and determine and contact the most likely descendant. The approved mitigation shall be implemented before the resumption of ground-disturbing activities within 50 feet of where the remains were discovered.*

*If the remains are of Native American origin, the landowner or the landowner's representative shall contact the Native American Heritage Commission to identify the Most Likely Descendant. That individual shall be asked to make a recommendation to the landowner for treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.983.*

*If the Most Likely Descendant fails to make a recommendation or the landowner or his or her authorized representative rejects the recommendation of the descendant, and if mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner, then the landowner or authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.*

#### **Mitigation Measure 4.4-7**

If discovery is made of items of paleontological interest, the contractor shall immediately cease all work activities in the vicinity (within approximately 100 feet) of the discovery. After cessation of excavation the contractor shall immediately contact the City. The contractor shall not resume work until authorization is received from the City. Any inadvertent discovery of paleontological resources during construction shall be evaluated by a qualified paleontologist. If it is determined that the project could damage a unique paleontological resource (as defined pursuant to the CEQA Guidelines), mitigation shall be implemented in accordance with PRC Section 21083.2 and Section 15126.4 of the CEQA Guidelines. If avoidance is not feasible, the paleontologist shall develop a treatment plan in consultation with the City.

#### **Additional 2020 Mitigation Measures**

None required.

## Conclusion

Project impacts would not change from the previous analysis in the 2007 RSP EIR or 2016 RSPU SEIR. No new, or significant resources, have been identified within or near the project site. Thus, relative to the project analyzed in the previous EIRs, the proposed project would not be a substantial change, requiring major revisions to the cultural resources analysis in the 2007 RSP EIR or 2016 RSPU SEIR. In addition, substantial changes to the circumstances relating to cultural resources under which the proposed project would be undertaken, have not occurred. The proposed project would not have more significant effects that were not discussed in the previous EIRs or increase the severity of impacts discussed therein. For these reasons, impacts to cultural resources from the proposed project would not require the preparation of a subsequent EIR.

## Energy

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
<b>6. Energy.</b> Would the project:					
a. Require or result in the construction of new energy production and/or transmission facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	RSPU SEIR page 4.5-11 to 4.5-17	No	No	No	No
b. Result in the wasteful, inefficient, or unnecessary consumption of energy for project construction or operation, including transportation energy?	RSPU SEIR page 4.5-17 to 4.5-23	No	No	No	No

## Discussion

### ***Relevant Changes to Project Related to Energy***

The 2007 Railyards Specific Plan (2007 RSP) included analysis of proposed Transportation Use on Lots 38 and 39 and Office/Residential Mixed Use on Lot 40. Future development was anticipated to include retail, office, hotel, residential and other uses that would capitalize on the transit opportunities.

In the 2016 Railyards Specific Plan Update, zoning designations were replaced with special planning district zoning. Lot 40 was rezoned to C-3 SPD and Lots 38 and 39 were designated as Public/Quasi-Public and zoned M-2 SPD. Development assumptions for Lot 40 were not expressly identified in the 2016 RSPU SEIR. However, underlying modeling and development assumptions carried through the development assumptions of the 2007 RSP for the project site.

The proposed project includes the historic Sacramento Valley Station (SVS), proposed SVS Transit Center, office, residential, hotel, and public amenity uses within the Sacramento Valley Station Area Plan area. The uses included in the proposed project were anticipated in the 2007 RSP EIR and 2016 RSPU SEIR and would have a similar energy profile to those considered in those documents. However, the proposed project would also include design elements intended to substantially reduce operational energy use. As identified in the Project Description, the RSP called for all facilities in the Railyards to comply with Title 24 (California Energy Efficiency Standards). The proposed project would comply with the most recent iteration of Title 24 standards, which increase efficiency requirements with each iteration.

The proposed project would also include design elements that would qualify the project site to be considered a non-fossil fuel site under the Living Community Challenge (LCC) and to be in compliance with the Mayor's Climate Commission zero-carbon goals. More specifically, the proposed canopy over the bus mobility center would include an approximately 13,000-square-foot photovoltaic array, which would be anticipated to generate approximately 286,000 kW of electricity per day. Additional photovoltaic capacity would come from the expansion of the Transit Center with the Concourse building and other opportunities on adjacent building lots.

The proposed project would also facilitate multiple modes of transit use and locate transit-supporting uses adjacent to a multi-modal transit facility, within the Central City. While these uses were contemplated in the prior documents, the proposed project advances the planning of such uses, providing greater definition of anticipated development.

### ***Relevant Changes to Environmental Setting***

Electrical service was planned in the 2016 RSPU SEIR to be provided by the Sacramento Metropolitan Utility District (SMUD) through new electrical lines connected to an entirely new substation that would be constructed to serve the Railyards. SMUD is currently in the process of replacing and expanding the capacity of Station A, currently located on Block 42A at the corner of 6<sup>th</sup> Street and H Street, with a new Station A to be constructed on Block 42B, near the 6<sup>th</sup> Street/G Street intersection.

### ***Comparative Impacts Discussion***

#### **Increased Demand for Energy**

The 2016 RSPU SEIR analyzed the potential for the increased demand for energy generated by the proposed project, to result in significant environmental effects. The analysis in the 2016 RSPU SEIR presents estimates of construction and operational demand for electricity, natural gas, and transportation fuels. Based on the estimates of energy consumption, buildout and operation of the RSP Area would be accomplished without the addition of energy infrastructure that could result in adverse environmental effects.

As analyzed in the 2016 RSPU SEIR, the project site was previously planned to be used for transit-supporting, office, commercial, residential, and public uses. Development of the proposed project would generate similar demand for gas and electricity services as anticipated for the site in the 2016 RSPU SEIR, and gas and electricity lines currently exist or are being constructed by respective service providers within and near the project site. Further, the City and private developers would be required to construct the necessary infrastructure on-site to serve the project. In addition to the above, the proposed SVS would also include energy efficiency features intended to substantially lower energy demand from the proposed project. With the expected lessened energy demand relative to anticipated development analyzed in the 2016 RSPU SEIR, and services attributed to the project not requiring new sources of energy, a less than significant impact would result, and no mitigation would be required.

### **Wasteful, Inefficient, or Unnecessary Consumption of Energy Resources**

The analysis of energy impacts in the 2016 RSPU SEIR considers the potential for wasteful or inefficient use of energy, and concludes that development pursuant to the 2016 RSPU would be designed and operated to minimize the use of electrical, natural gas, and transportation fuel energy through compliance with the 2017 State Building Energy Efficient Standards (Title 24) and the utilization of green building technology and renewable energy sources. Future development in the RSP Area would be anticipated to comply with State and local regulations that increase the efficiency of operations. For these reasons, the proposed RSPU would not result in the wasteful or inefficient use of energy.

As stated above, the proposed project would implement design components and efficiency features that would meet the energy efficiency standards assumed for the project site in the 2016 RSPU SEIR. In addition, the proposed project would include substantial on-site generation and endeavor to not include fossil-fuel uses in proposed structures. In addition to efficiency features, the proposed project would place an internal transit facility, and transit-supportive uses within the Central City, which would be anticipated to encourage and expand transit ridership and reduce VMT on a regional level. For these reasons, development of the proposed project would be anticipated to not result in the wasteful, inefficient, or unnecessary consumption of energy resources. The impact for these criteria would be less than significant and no mitigation would be required.

### **Mitigation Measures**

None required.

### **Conclusion**

The proposed project site would have the same energy requirements as were described in the 2007 RSP EIR and subsequently analyzed in the 2016 RSPU SEIR. The proposed project would comply with the updated 2019 State Building Energy Efficient Standards (Title 24) and exceed those standards by incorporating on-site generation and substantial energy efficiency features. Therefore, impacts to energy infrastructure would be consistent with or lesser than those previously analyzed. Changes introduced by the proposed project and/or new circumstances relevant to the project would not, as compared to the 2016 RSPU SEIR, result in a new significant impact or significant impacts that are substantially more severe than significant impacts previously disclosed. No new mitigation measures would be required. In addition, there is no new information of substantial importance showing that the project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the 2016 RSPU SEIR. Further, there are no mitigation measures that were not considered in the 2016 RSPU SEIR, that would more substantially reduce the potential effects of the proposed project related to energy use. For these reasons, impacts related to energy use from the proposed project would not require the preparation of a subsequent EIR.

## Geology and Soils

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
<b>7. Geology and Soils.</b> Would the project:					
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	RSPU SEIR page 4.6-20 to 4.6-36	No	No	No	No
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?					
ii. Strong seismic ground shaking?					
iii. Seismic-related ground failure, including liquefaction and lateral spreading?					
iv. Seismically induced landslides?					
b. Result in substantial soil erosion capable of causing significant property damage or the loss of useable topsoil?	RSPU SEIR page 4.6-26 to 4.6-29	No	No	No	No
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslides, subsidence, soil failure or soil compaction?	RSPU SEIR page 4.6-26 to 4.6-29	No	No	No	No
d. Be located on problematic soils such as those characterized as expansive, as defined in 24 CCR 1803.5.3 of the California Building Code (2013), or corrosive?	RSPU SEIR page 4.6-26 to 4.6-29	No	No	No	No
e. Be located on soils that are incapable of adequately supporting alternative methods of wastewater disposal where sewers are not available for the disposal of wastewater?	RSPU SEIR page 4.6-26 to 4.6-29	No	No	No	No

## Discussion

### ***Relevant Changes to Project Related to Geological Resources***

The 2007 RailYards Specific Plan (2007 RSP) included analysis of proposed Transportation Use on Lots 38 and 39 and Office/Residential Mixed Use on Lot 40. Future development was

anticipated to include retail, office, hotel, residential and other uses that would capitalize on the transit opportunities.

In the 2016 Railyards Specific Plan Update, zoning designations were replaced with special planning district zoning. Lot 40 was rezoned to C-3 SPD and Lots 38 and 39 were designated as Public/Quasi-Public and zoned M-2 SPD. There are no height limits, except as specified on certain parcels around the Depot, the Central Shops Historic District, the Riverfront, and adjacent to the Alkali Flat neighborhood. Within the C-3 SPD designation, the maximum street-wall height is generally 65 feet, except in areas that are adjacent to the Central Shops Historic District where the street-wall height limit is equal to the maximum height of existing buildings in the Central Shops, and along Railyards Boulevard where the street-wall maximum is 85 feet. The following is from the project description of the RSPU SEIR:<sup>7</sup>

The Depot District is unchanged from the 2007 RSP. It would encompass all of the land in the RSP Area south of the realigned UPRR tracks, as well as the right-of-way for the rail line itself through the entirety of the plan area. The Depot District would continue to include the Sacramento Valley Station (existing depot and future expanded terminal building), as well as land use designations that would accommodate a high concentration of office uses mixed with residential and retail development.

Under the proposed Area Plan, which includes Lots 38, 39, and 40, the City proposes to construct an approximately 110,000-square foot, multi-modal transit center (proposed transit center) in the area between the existing historic station, and the UPRR tracks to the north of the existing station. The proposed transit center would be a multi-level structure that would include station facilities for passenger rail, light rail, and bus transit and bicycles. Development of lots 38, 39, and 40 was analyzed in the RSP. The proposed multi-modal transit center would require excavation to construction subgrade levels for the Bus Mobility Center and expansion of the existing subgrade areas directly west and north of the existing passenger tunnel, outside of Lot 38. As was anticipated in the 2016 RSPU, the proposed project would be anticipated to require excavation to establish subgrade and foundational components of the other proposed uses on Lots 38, 39, and 40.

### ***Relevant Changes to Environmental Setting***

The seismicity, soils, and geology setting are described on pages 6.4-1 through 6.4-9 of the 2007 RSP Draft EIR and on pages 4.6-1 through 4.6-10 of the 2016 RSPU SEIR. The environmental setting related to geology, soils, and seismicity has not materially changed since certification of the 2007 RSP EIR or subsequent certification of the 2016 RSPU SEIR, and the following discussion is based on the 2016 RSPU SEIR setting, updated as appropriate to reflect current conditions.

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<sup>7</sup> ESA, *Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report*, June 2016, page 2-33.

## **Comparative Impacts Discussion**

### **Issues Not Further Discussed in Impacts Analysis**

The 2007 RSP EIR found that the 2007 RSP would have no impact regarding the exposure of people or structures to rupture of a known earthquake fault as there are no faults that cross or trend towards the RSP Area. Fault-location information is unchanged since certification of the 2016 RSPU SEIR; therefore, the proposed project would result in no impact regarding the exposure of people or structures to rupture of a known earthquake fault, and this issue is not further addressed.

Landslides generally are any type of ground movement that occurs primarily due to gravity acting on relatively weak soils and bedrock on an over-steepened slope. Impact 6.4-5 of the 2007 RSP EIR found that the 2007 RSP would have no impact regarding the exposure of people or structures to landslides due to the level topography of the RSP Area. The topographic conditions were identified in the 2016 RSPU SEIR as being unchanged from conditions reported in the 2007 RSP EIR. Those conditions remain unchanged at present as the RSP Area is nearly flat while the banks of the Sacramento River are relatively steep. The proposed project would result in no impact regarding the exposure of people or structures to landslides, and this issue is not addressed further.

### **Seismic Hazards**

The 2016 RSPU SEIR discussed seismic hazards, such as ground shaking and liquefaction, under Impacts 4.6-1 and 4.6-5 on pages 4.6-20 through 4.6-36. As discussed in the 2016 RSPU SEIR, the RSP Area could be subject to seismic hazards such as, ground shaking and liquefaction, caused by major seismic events outside of the RSP Area. While no active faults are located near the project site, the resulting vibration from distant faults could cause damage to buildings, roads, and infrastructure, and could cause ground failures such as liquefaction or settlement in loose alluvium and/or poorly compacted fill. To reduce the primary and secondary risks associated with seismically induced ground shaking, it is necessary to take the location and type of subsurface materials into consideration when designing foundations and structures. In Sacramento, commercial, institutional, and large residential buildings and all associated infrastructure are required to reduce the exposure to potentially damaging seismic vibrations through seismic resistant design, in conformance with Chapter 16, Structural Design Requirements of the CBC. Further, the adherence to the site-specific soil and foundation seismic design requirements in Chapters 16 and 18 of the CBC and the grading requirements in Chapters 18 of the CBC, as required by City and state law, ensures the maximum practicable protection available from soil failures under static or dynamic conditions for structures and their associated infrastructure, trenches, temporary slopes, and foundations. The 2016 RSPU SEIR concluded that based on an existing regulatory framework that addresses earthquake safety issues and requires adherence to the requirements of the CBC and design standards, seismically-induced ground shaking and liquefaction would not be a substantial hazard in the RSP Area.

As described above, the current geologic context of the project site is the same as was considered in the 2007 RSP EIR and subsequent 2016 RSPU SEIR. The proposed project would develop

similar uses to those considered for the project site in the 2007 RSP EIR and 2016 RSPU SEIR, which would be subject to the same or more advanced regulatory framework that addresses earthquake safety issues. For these reasons, the proposed project would be anticipated to have a less than significant impact related to seismic ground shaking and no mitigation is required.

### **Erosion**

The 2016 RSPU SEIR concluded that development of the RSPU would require excavation and grading that has the potential to result in topsoil loss and soil erosion by exposing bare and loosened soil to wind and rain. Buildout of the RSPU would disturb more than one acre of ground surface, and, therefore, would be required to comply with Construction General Permit requirements, including the development and implementation of a stormwater pollution prevention plan (SWPPP) and best management practices. Implementation of such measures would prevent erosion from occurring on project sites in the RSP Area. In addition, City has adopted standard measures to control erosion and sediment during construction and all projects in the City are required to comply with the City's Standard Construction Specifications for Erosion and Sediment Control.

Development of the proposed project would comply with the City's standards set forth in the "Administrative and Technical Procedures Manual for Grading and Erosion and Sediment Control."<sup>8</sup> The proposed project would also comply with the City's grading ordinance (Chapter 15.88 of Sacramento City Code), which specifies construction standards to minimize erosion and runoff and requires the preparation and implementation of an erosion and sediment control plan. As a result of compliance with these regulatory requirements, the potential for erosion as a result of the proposed project would be minimized, and the impact would be less than significant. No mitigation measures would be required.

### **Unstable Soils, Subsidence, and Topography**

The 2016 RSPU SEIR discusses unstable soil conditions, such as expansive soils and subsidence under Impacts 4.6-4 on pages 4.6-29 through 4.6-35. However, as discussed in the 2016 RSPU SEIR, since certification of the 2007 RSP EIR, the California Supreme Court recently found that "agencies subject to CEQA generally are not required to analyze the impact of existing environmental conditions on a project's future users or residents." In *California Building Industry Association v. Bay Area Air Quality Management District* (2015) \_\_\_ Cal.4th \_\_\_, 2015 WL 9166120 (Case No. S213478), the Supreme Court explained that an agency is only required to analyze the potential impact of such hazards on future residents if the project would exacerbate those existing environmental hazards or conditions. Ordinary CEQA analysis is therefore concerned with a project's impact on the environment, rather than with the environment's impact on a project and its users or residents. Thus, with respect to geologic and seismic hazards, the City is not required to consider the effects of bringing a new population into an area where such hazards exist, because the project itself would not increase or otherwise affect the geologic

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<sup>8</sup> City of Sacramento Department of Utilities, 2013. Department of Conservation Website: Seismic Hazard Zones. Available: <https://www.cityofsacramento.org/-/media/Corporate/Files/DOU/Specs-Drawings/Sediment-control-manual.pdf?la=en>. Accessed September 28, 2020.

conditions that create those risks. Although not required by CEQA, those impacts are addressed here to demonstrate how the effects of the proposed project would compare to the 2016 RSPU SEIR.

The proposed project would require cut and fill on-site to create the final topography to make the site suitable for development. Some on-site soils would be used for fill, but only those soils that meet the applicable Department of Toxic Substances Control thresholds and comply with the Railyards Projects Soil and Ground Water Management Plan. As required by the CBC and City Code, a geotechnical investigation would be prepared for the proposed project. These investigations are intended to identify potentially unsuitable soil conditions, including possible exposure to potentially damaging seismic vibrations, ground failure, liquefaction, settlement, subsidence, lateral spreading, and collapse. The geotechnical investigation would include design recommendations to ensure soil stability and structure safety. As part of the construction permitting process, the soil evaluations must contain recommendations for areas of potentially unstable soils specific to the site and be incorporated into the construction design. Therefore, impacts related to unstable soils, subsidence, or unique topographical issues would be less than significant. No mitigation would be required.

## Mitigation Measures

None required.

## Conclusion

Changes introduced by the proposed project and/or new circumstances relevant to the project would not, as compared to the 2016 RSPU SEIR, result in new significant impacts relating to unstable soils, subsidence, or topography, or result in significant impacts that are substantially more severe than significant impacts previously described in the SEIR. No new mitigation measures would be required. In addition, there is no new information of substantial importance showing that the project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the 2016 RSPU SEIR. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the 2016 RSPU SEIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative. For these reasons, impacts relating to geology, soils, or seismicity from the proposed project would not require the preparation of a subsequent EIR.

## Global Climate Change

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
<b>8. Greenhouse Gas Emissions.</b> Would the project:					
a. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?	RSPU SEIR page 4.7-15 to 4.7-28	No	No	No	No

## Discussion

### ***Relevant Changes to Project Related to Greenhouse Gas Emissions***

The 2007 RSP EIR included analysis of proposed Transportation Use on Lots 38 and 39 and Office/Residential Mixed Use on Lot 40. Future development was anticipated to include retail, office, hotel, residential and other uses that would capitalize on the transit opportunities.

In the 2016 RailYards Specific Plan Update, zoning designations were replaced with special planning district zoning. Lot 40 was rezoned to C-3 SPD and Lots 38 and 39 were designated as Public/Quasi-Public and zoned M-2 SPD. Development assumptions for Lot 40 were not expressly identified in the 2016 RSPU SEIR. However, underlying modeling and development assumptions carried through the development assumptions of the 2007 RSP for the project site.

The proposed project includes the updates to the historic station, new transit center, office, residential, hotel, and public amenity uses within the plan area. The uses included in the proposed project were anticipated in the 2007 RSP EIR and 2016 RSPU SEIR, and would have a similar energy profile to those considered in those documents. However, the proposed project would also include design elements intended to substantially reduce operational energy use. As identified in the Project Description, the RSP called for all facilities in the RailYards to comply with Title 24 (California Energy Efficiency Standards). The proposed project would comply with the most recent iteration of Title 24 standards, which increase efficiency requirements with each iteration.

The proposed project would also include design elements that would qualify the project site to be considered a non-fossil fuel site under the Living Community Challenge (LCC) and to be in compliance with the Mayor's Climate Commission zero-carbon goals. More specifically, the proposed canopy over the bus mobility center would include an approximately 13,000-square-foot photovoltaic array, which would be anticipated to generate approximately 286,000 kW of electricity per day.

The proposed project would also facilitate multiple modes of transit use and locate transit-supporting uses adjacent to a multi-modal transit facility, within the Central City. While these

uses were contemplated in the 2007 RSP EIR and 2016 RSPU SEIR, the proposed project advances the planning of such uses, providing greater definition of anticipated development, and incorporating GHG-reduction measures into project design.

### ***Relevant Changes to Environmental Setting***

The project site, which is a subset of the RSP area analyzed in the 2016 RSPU SEIR, has remained largely unchanged since the certification of the 2016 SEIR. There have been no substantial changes to the RSP area or the project site that would result in the proposed project having new significant impacts to related to GHG emissions that were not considered in the prior environmental documents or that substantially increase the severity of a previously identified impacts.

### ***Comparative Impacts Discussion***

The assessment of effects on global climate change in the 2016 RSPU SEIR focuses on the project's consistency with the City of Sacramento's Climate Action Plan (CAP) policies, which the City has incorporated into the Sacramento 2035 General Plan. The evaluation in the 2016 RSPU SEIR considers the proposed RSPU in comparison to the City's CAP Consistency Checklist. The CAP Checklist considers such issues as:

1. Whether the project would be consistent with the land use and urban form parameters of the 2035 General Plan;
2. Incorporation of traffic calming measures where appropriate;
3. Incorporation of pedestrian facilities and connections to public transportation consistent with the City's Pedestrian Master Plan;
4. Incorporation of bicycle facilities consistent with the City's Bicycle Master Plan;
5. Generation of at least 15% of energy demand from on-site renewable energy systems, or exceedance of the 2013 Title 24 energy efficiency standards by at least 10% for residential development and 5% for commercial development; and
6. Compliance with minimum CALGreen Tier 1 water efficiency standards.

Based on this comparison, the RSPU would be consistent with the CAP and pursuant to CEQA Guidelines section 15183.5(b) would therefore have a less-than-considerable contribution to cumulative greenhouse gas (GHG) emissions.

As analyzed in the 2016 RSPU SEIR, the project site was previously planned to be used for transit-supporting, office, commercial, residential, and public uses. The proposed project would generate similar GHG emissions to those anticipated for the site in the 2016 RSPU SEIR. In addition to the above, the proposed SVS would also include energy efficiency features intended to substantially lower energy demand from the proposed project.

## Consistency with Climate Action Plan Policies

The City's CAP policies include separate methods for evaluating CAP consistency for public and private development projects. The following discussion addresses the public and private components of the proposed project separately to determine project consistency with the City's CAP policies.

### Proposed Public Use (Sacramento Valley Station)

The proposed project would develop public and private uses within the project site. To determine consistency of the proposed project with the City's CAP policies, as included in the Sacramento 2035 General Plan, the City must evaluate proposed public facilities against its Internal Operations Climate Action Plan (IO CAP). In March 2015, the City of Sacramento adopted the 2035 General Plan Update, which included Policy ER 6.1.6 calling for the maintenance and implementation of the City's Internal Operations Climate Action Plan (IO CAP). The IO CAP is a component of the General Plan that was evaluated with the certified Master Environmental Impact Report for the 2035 General Plan Update (Resolution No. 2015-0060). In June 2016, the City of Sacramento adopted the 2016 IO CAP. The 2016 IO CAP assesses the City's progress toward meeting the internal operation GHG reduction target of 22 percent below 2005 levels by 2020, as well as the City's long-term objective of achieving GHG reductions of 83 percent below 2005 levels by 2050, both goals being identified as consistent with the statewide GHG reduction goals, identified above. The 2016 IO CAP identifies a total of 11 action strategies in four of the City's major sections, of which action strategies relevant to the proposed project are outlined below along with the conformance of the proposed project to those strategies.

- **BE-2: Green Building Policy for New City Buildings.** In accordance with the City's 2035 General Plan Land Use Policy LU 8.1.5, new or renovated City-owned buildings are energy efficient and meet, as appropriate, Leadership in Energy and Environmental Design (LEED) Silver or equivalent standards.

The proposed Area Plan has been developed based on the sustainability framework for the Living Community Challenge (LCC). The proposed Bus Mobility Center is in 30% design under the Living Building Challenge (LBC). The public uses included in the proposed project would include energy-efficient features and design elements which would be designed to meet standards that exceed LEED Silver standards. For example, the proposed Bus Mobility Center would include a sizeable photovoltaic array above the structural canopy that would provide substantial onsite generation.

- **BE-3: Energy Efficiency Retrofits Program for Existing Facilities.** The City's Energy Efficiency Retrofits program directs City staff to identify cost-effective improvements to existing facilities in heating/cooling, lighting, pumping systems and other facility components.

The proposed project would include the incorporation of energy-efficient design features into renovated or expanded areas in the historic station.

- **WT-2: Low-Maintenance Landscaping.** City departments are continuing to explore ways to incorporate sustainable or low-maintenance landscaping to reduce the demand for water used to irrigate City landscapes. These landscapes include City-maintained trees, lawns, and ornamental turf around City buildings and streetscapes. Streetscapes include vegetation and landscaping along street medians, sidewalks, and other thoroughfare features. This measure does not include landscaping at parks, which is included separately under WT-3.

The proposed project would include sustainable low-maintenance landscaping in all proposed public plazas and open space areas.

- **SS-1: Streetlight LED Program.** The City of Sacramento began a pilot project in 2010 to convert existing metal halide and other traditional incandescent streetlights to light-emitting diode (LED) technology.
- **SS-2: Traffic Signal LED Program.** Since 1996, the City has actively worked to replace the majority of incandescent traffic signal fixtures with LED fixtures.

Street lighting and traffic signals to be constructed as part of the proposed project would all be LED fixtures and would meet the criteria of SS-1 and SS-2, above.

As the project is consistent with the relevant GHG reduction measures provided above, the proposed project would be considered consistent with the City's 2016 IO CAP and therefore would not result in significant GHG emissions or climate change impacts.

#### **Private Use (Residential, Office, Commercial)**

Since Completion of the 2016 RSPU SEIR the City's analysis of GHG emissions for private projects has evolved, as segments of the City's CAP consistency checklist are no longer relevant, as reduction targets would be met through compliance with 2019 Title 24 design requirements. Thus, the City's analysis focuses on whether private development projects are consistent with the City's CAP policies, which have been incorporated into the Sacramento 2035 General Plan. The City's CAP policies include several initiatives to reach its goals of reducing community-wide emissions by 15 percent below 2005 levels by 2020, 38 percent below 2005 levels by 2030, and 83 percent below 2005 levels by 2050. Appendix B of the General Plan is entitled, "Climate Action Plan Policies and Programs." Most of the listed items are "supporting," which, in this context, means that the implementation of these policies or programs would *support* the City's overall efforts to reduce local sources of GHG emissions. Those policies that are relevant to the proposed project and for which the City has estimated the effectiveness for 2020 and 2035 emission reduction are presented and discussed below.

**Policy LU 1.1.5: Infill Development.** The City shall promote and provide incentives (e.g., focused infill planning, zoning/rezoning, revised regulations, provision of infrastructure) for infill development, reuse, and growth in existing urbanized areas to enhance community character, optimize City investments in infrastructure and community facilities, support increased transit use, promote pedestrian- and bicycle-friendly neighborhoods, increase housing diversity, ensure integrity of historic districts, and enhance retail viability.

The proposed project is consistent with Policy LU 1.1.5 because the project would be an infill development within the Central City, intended to promote and facilitate transit ridership.

**Policy LU 2.3.1: Open Space System.** The City shall strive to create a comprehensive and integrated system of parks, open space, and urban forests that frames and complements the city's urbanized areas.

The proposed project would comply with Policy LU 2.3.1 through the development of interconnected open-space areas dispersed throughout the project site.

**LU 2.4.1: Unique Sense of Place.** The City shall promote quality site, architectural and landscape design that incorporates those qualities and characteristics that make Sacramento desirable and memorable including: walkable blocks, distinctive parks and open spaces, tree-lined streets, and varied architectural styles.

The proposed Sacramento Valley Station development would add a unique architectural feature to the Central City affirming the intent of Policy LU 2.4.1 to establish a unique sense of place.

**Policy LU 2.5.1: Connected Neighborhoods, Corridors, and Centers.** The City shall require that new development, both infill and greenfield, maximizes connections and minimizes barriers between neighborhoods, corridors, and centers within the City.

The proposed project would include pedestrian and bicycle pathways around and through the project site maintaining community access across the project site to uses within and near the project site. The project would provide connectivity to the Railyards Specific Plan area, Central Business District, and Old Town Sacramento. For this reason, the proposed project would be consistent with the intent of Policy LU 2.5.1, and would support the City's goal of connected neighborhoods, corridors, and centers within the City.

**Policy LU 2.6.1: Sustainable Development Patterns.** The City shall promote compact development patterns, mixed use, and higher-development intensities that use land efficiently; reduce pollution and automobile dependence and the expenditure of energy and other resources; and facilitate walking, bicycling, and transit use.

The proposed project would extend the development of the Central Business District into the Railyards by developing midrise structures around multi-modal transit facility. The land efficiency, access to transit and central location of the project would be consistent with the intent of Policy LU 2.6.1, to reduce pollution and automobile dependence and facilitate active transportation.

**Policy LU 2.6.3: Revitalization Strategies.** The City shall employ a range of strategies to promote revitalization of distressed, underutilized, and/or transitioning areas, including:

- Targeted public investments.
- Development incentives.
- Public-private partnerships.
- Revised development regulations and entitlement procedures.
- Implementation of City-sponsored studies and master plans.

The proposed project would develop the southern portion of the RSP Area, which has been underutilized as an expansion area for the Central City, with urbanized uses consistent with the development pattern of the surrounding urban core. The proposed project represents a targeted public investment which would be consistent with Policy LU 2.6.3.

**Policy LU 2.6.6: Efficiency Through Density.** The City shall support an overall increase in average residential densities throughout the city consistent with the adopted General Plan Land Use & Urban Form Diagram, as new housing types shift from lower-density, large lot developments to higher-density, small lot and multifamily developments as a means to increase energy efficiency, conserve water, and reduce waste.

The proposed project would develop dense urban uses within the Central City. The project would be consistent with the General Plan land use designation for the site and would be consistent with Policy LU 2.6.6.

**Policy LU 2.6.7: Green Building Retrofit.** The City shall promote the retrofitting of existing structures with green building technologies/practices and encourage structures being renovated to be built to a higher green building standard such as CalGreen Tier 1 or Tier 2 or Leadership in Energy and Environmental Design.

The proposed project would include improvements to the historic station, which would include the incorporation of energy efficiency features, as are called for in Policy LU 2.6.7.

**Policy LU 2.6.8: Heat Island Effect.** The City shall reduce the “heat island effect” by promoting and requiring, where appropriate, such features as reflective roofing, green roofs, light-colored pavement, and urban shade trees and by reducing the unshaded extent of parking lots.

The proposed project would construct a mixed use development that would include numerous shade trees and light-colored pavement, intended to provide shade across the majority of paved areas within the project site. The proposed project also includes landscaped open space areas throughout the project site. For these reasons, the project would be in compliance with Policy LU 2.6.8.

**Policy LU 4.1.6: Connecting Key Destinations.** The City shall promote better connections by all travel modes between residential neighborhoods and key commercial, cultural, recreational, and other community-supportive destinations for all travel modes.

The proposed project would develop a multi-modal transit facility, which would provide for pedestrian and bicycle access to areas throughout the project site. The project would promote better connections by all travel modes as is called for in Policy LU 4.1.6.

**Policy LU 5.6.2: Family-Friendly Downtown.** The City shall promote the CBD as a family-friendly area by requiring the development of a variety of housing types, daycare and school facilities, family-oriented services, and parks, plazas, and open spaces that will safely and comfortably accommodate those who wish to raise a family.

The proposed project would comply with Policy LU 5.6.2 by providing plazas and open spaces throughout the project site.

**Policy LU 5.6.3: Mixed-Use Downtown Development.** The City shall support a mixed-use, vibrant CBD by encouraging innovative mixed-use development resulting in development consistent with Sacramento's commitment to environmental sustainability.

The proposed project would comply with Policy LU 5.6.3 by developing a mix of uses that incorporate energy efficiency measures, promote transit ridership and pedestrian and bicycle travel, and increase development density within the Central City.

**Policy LU 7.1.2: Housing in Employment Centers.** The City shall require compatible integration of housing in existing and proposed employment centers to help meet housing needs and reduce vehicle trips and commute times, where such development will not compromise the City's ability to attract and maintain employment-generating uses.

The proposed project would place a residential development within the Central City, in close proximity to employment centers, as is called for by Policy LU 7.1.2.

**Policy LU 9.1.3: Connected Open Space Systems.** The City shall ensure that new development does not create barriers to the connections among the various parts of the city's parks and open space systems.

The proposed project would develop a network of open spaces, around proposed structures, that would provide connectivity to adjacent key destinations, including the Sacramento River, Old Town Sacramento, the Railyards, and the Central Business District, which would be consistent with Policy LU 9.1.3.

**Policy HCR 2.1.11: Compatibility with Historic Context.** The City shall review proposed new development, alterations, and rehabilitation/remodels for compatibility with the surrounding historic context. The City shall pay special attention to the scale, massing, and relationship of proposed new development to surrounding historic resources.

The proposed project would develop structures that would be compatible with the height considerations of adjacency to the historic station and the Central Shops. These design considerations are intended to maintain compatibility with the historic context of those structures, which would be consistent with Policy HCR 2.1.11.

**Policy HCR 2.1.14: Adaptive Reuse.** The City shall encourage adaptive reuse of historic resources when the original use of the resource is no longer feasible.

The proposed project would include adaptive reuse of the historic station as a transit supporting use, but no longer functioning as the transit facility. This would be consistent with Policy HCR 2.1.14.

**Policy M 2.1.4: Cohesive and Continuous Network.** The City shall develop a pedestrian network of public sidewalks, street crossings, and other pedestrian paths that makes walking a convenient and safe way to travel citywide. The network should include a dense pattern of routes in pedestrian-oriented areas such as the Central City and include wayfinding where appropriate.

**Policy M 2.1.1: Pedestrian Master Plan.** The City shall maintain and implement a Pedestrian Master Plan that carries out the goals and policies of the General Plan. All new development shall be consistent with the applicable provisions of the Pedestrian Master Plan.

The proposed project would construct connections to existing public sidewalks, street crossing, and other pedestrian paths, including constructed an elevated bridge from the proposed intermodal transit facility to the elevated G Street/5<sup>th</sup> Street intersection. The project would also provide pedestrian connectivity to the Railyards, American River, and Old Town Sacramento, consistent with the intent of Policies M 2.1.4 and M 2.1.1.

**Policy M 3.1.1: Transit for All.** The City shall support a well-designed transit system that provides accessibility and mobility for all Sacramento residents, workers and visitors. The City shall enhance bicycle and pedestrian access to stations.

**Policy M 3.1.14: Direct Access to Stations.** The City shall ensure that development projects located in the Central City and within ½ mile walking distance of existing and planned light rail stations provide direct pedestrian and bicycle access to the station area, to the extent feasible.

**Policy M 3.2.2: Sacramento Intermodal Transportation Facility.** The City shall support the development of the Sacramento Intermodal Transportation Facility.

**Policy M 3.2.4: Capitol Corridor.** The City shall support Capitol Corridor and other regional rail service to downtown Sacramento.

The proposed project would construct a multi-modal transit center, which would encourage transit ridership and provide direct access to transit via improved bicycle and pedestrian connections. The multi-modal transit facilities would also encourage increased ridership for transit providers. For these reasons the proposed project would be anticipated to be in compliance with Policies M 3.1.1, M 3.1.14, M 3.2.2, and M 3.2.4.

**Policy M 5.1.3: Continuous Bikeway Network.** The City shall provide a continuous bikeway network consisting of bike-friendly facilities connecting residential neighborhoods with key destinations and activity centers (e.g., transit facilities, shopping areas, education institutions, employment centers).

**Policy M 5.1.8: Connections Between New Development and Bikeways.** The City shall ensure that new commercial and residential development projects construct bikeway facilities identified in the Bicycle Master Plan that have a direct nexus with the project.

**Policy M 5.1.12: Bicycle Parking at Transit Facilities.** The City shall coordinate with transit operators to provide for secure short- and long-term bicycle parking at all light rail stations, bus rapid transit stations, and major bus transfer stations.

The proposed project would construct connections to existing bicycle routes and provide for bicycle pathways throughout the project site. The project would construct components of the City's Bicycle Master Plan that run through the project site. The project would also provide for bicycle storage at multiple locations throughout the project site. These project components would be consistent with Policies M 5.1.3, M 5.1.8, and M 5.1.12.

**Policy U 6.1.6: Renewable Energy.** The City shall encourage the installation and construction of renewable energy systems and facilities such as wind, solar, hydropower, geothermal, and biomass facilities.

**Policy ER 3.1.6: Urban Heat Island Effects.** The City shall continue to promote planting shade trees with substantial canopies, and require, where feasible, site design that uses trees to shade rooftops, parking facilities, streets, and other facilities to minimize heat island effects.

**Policy ER 6.1.5: Community Greenhouse Gas Reductions.** The City shall reduce community GHG emissions by 15 percent below 2005 baseline levels by 2020, and strive to reduce community emissions by 49% percent and 83% percent by 2035 and 2050, respectively.

**Policy ER 6.1.6: municipal Greenhouse Gas Reductions.** The City shall maintain and implement its Phase 1 Climate Action Plan to reduce municipal GHG emissions by 22 percent below 2005 baseline level by 2020, and strive to reduce municipal emissions by 49 percent and 83 percent by 2035 and 2050, respectively.

**Policy ER 6.1.7: Greenhouse Gas Reduction in New Development.** The City shall reduce greenhouse gas emissions from new development by discouraging auto-dependent sprawl and dependence on the private automobile; promoting water conservation and recycling; promoting development that is compact, mixed use, pedestrian friendly, and transit oriented; promoting energy-efficient building design and site planning; improving the jobs/housing ratio in each community; and other methods of reducing emissions.

The proposed project would incorporate sustainable design features throughout the project, including significant use of vegetated open space, energy efficiency measures, and an approximately 13,000 square foot solar array atop the Bus Mobility Center. For these reasons the proposed project would be consistent with Policies U 6.1.6, ER 3.1.6, ER 6.1.5, ER 6.1.6, and ER 6.1.7.

In summary, the proposed project would be consistent with each of the City's relevant CAP policies, all of which support the reduction of GHG emissions. The 2035 General Plan Master EIR evaluated greenhouse gas emissions related to development anticipated in the City based on land use designations and anticipated citywide growth. Because the proposed project would not change the General Plan land use designation for the project site, the greenhouse gas emissions for the proposed project would be consistent with the General Plan and CAP policies therein. In addition, the proposed project would be constructed in an area with pedestrian access via sidewalks and public transportation and would not conflict with the City's Pedestrian Master Plan and Bicycle Master Plan. The proposed project would be designed in compliance with the 2019 Title 24 Building Energy Efficiency Standards. Since development under the General Plan, including development of the project site, has been analyzed in the 2035 General Plan Master EIR and greenhouse gas emissions have already been considered, the proposed project would not conflict with the implementation of the City's CAP policies. Therefore, the proposed project would have a less-than-significant impact related to GHG emissions and no mitigation is required.

## Mitigation Measures

None required.

## Conclusion

Changes introduced by the proposed project and/or new circumstances relevant to the project would not, as compared to the project analyzed in the 2016 RSPU SEIR, result in a new significant impact or significant impacts that are substantially more severe than significant impacts previously disclosed. No new mitigation measures would be required. In addition, there is no new information of substantial importance showing that the proposed project would have one or more significant effects not previously discussed. Nor is there new information of substantial importance showing that mitigation measures considerably different from those analyzed in the 2016 RSPU SEIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative. For these reasons, impacts from the proposed project that would contribute to global climate change would not require the preparation of a subsequent EIR.

## Hazards and Hazardous Materials

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
<b>9. Hazards and Hazardous Materials.</b> Would the project:					
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	RSP DEIR page 6.5-34 to 6.5-36  SRSPU DSEIR page 4.8-36 to 4.8-46	No	No	No	Yes 2016 RSPU SEIR MM 4.8-1 & 4.8-7
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	RSP DEIR page 6.5-25 to 6.6-33  SRSPU DSEIR page 4.8-47 to 4.8-53	No	No	No	Yes 2007 RSP EIR MM 6.5-1
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	RSP DEIR page 6.5-19	No	No	No	No
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	RSP DEIR page 6.5-25 to 6.5-26  SRSPU DSEIR page 4.8-3	No	No	No	No
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	n/a	No	No	No	No
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working on the project area?	n/a	No	No	No	No
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	n/a	No	No	No	No
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	n/a	No	No	No	No

## Discussion

### ***Relevant Changes to Project Related to Hazards and Hazardous Materials***

The proposed project would result in similar development to that which was discussed in the 2007 Railyard Specific Plan EIR and subsequent 2016 RSPU SEIR. The proposed project would continue to develop a multi-modal transit facility and transit supporting uses for which excavation would be required to construct subgrade levels and foundational structures. The proposed project does not include new project components or alterations to anticipated project design that would require levels of excavation not previously anticipated in the 2016 RSPU SEIR.

### ***Relevant Changes to Environmental Setting***

The project site, which is a subset of the RSP Area analyzed in the 2016 RSPU SEIR, has remained largely undeveloped since the certification of the 2007 EIR and 2016 RSPU SEIR. Although numerous physical changes have occurred on the project site between 2007 and 2016, including the track relocation and relocation of City utility infrastructure, there have been no substantial changes to the project site that would result in the proposed project having new significant impacts to hazards and hazardous materials that were not considered in the prior environmental documents or that substantially increase the severity of a previously identified impact.

### ***Comparative Impacts Discussion***

#### **Accidental Release of Hazardous Substances**

The 2007 EIR and 2016 RSPU SEIR noted that the proposed project would include Office/Residential Mixed Use and Transportation use which could result in increased handling of hazardous materials, but would not be expected to create hazardous conditions demonstrably different from existing conditions. As such, development within the project site continues to be subject to the 2016 RSPU SEIR mitigation measures, listed below, to promote proper handling of hazardous materials. In addition to the 2016 RSPU SEIR mitigation measures listed below, the use and transportation of hazardous materials are subject to stringent local, state, and federal regulations, the intent of which is to minimize the public's risk of exposure.

Therefore, with implementation of proposed requirements and regulations, the risk that the proposed project would cause an accidental release of hazardous materials that could create a public or environmental health hazard is unlikely, and the impact of construction and operation-related hazardous chemical use would be considered less than significant and no new or previously dismissed mitigation measures would be required.

#### **Contaminated Soil or Groundwater**

Impact 6.5-1 on page 6.5-25 of the 2007 RSP EIR found that the 2007 RSP would occur on property that is known to contain contaminated soil which could present a hazard to construction

workers if not properly managed. Soil contaminants of concern include metals, hydrocarbons, VOCs, and SVOCs. The 2007 RSP EIR found this impact to be potentially significant and recommend Mitigation Measure 6.5-1 be implemented for all construction activities to ensure that construction workers are protected from unacceptable exposure to residual levels of hazardous substances during site development.

Based on a review of Geotracker<sup>9</sup> and Envirostor,<sup>10</sup> conducted in October 2, 2020, there are three active sites and one inactive site on the proposed project site. The three open sites are UP Sac Sand Piles, UP Sac Sacramento Station, and UP Downtown Sac Site Wide. The potential contaminant of concern at the Sand Piles site is lead. However, remedial action has occurred at the site and in 1990 the cleanup goal of 950 mg of lead/kg of soil was met. The potential contaminants of concern at the Sacramento Station site are contaminated soil, halogenated organic compounds, lead, and unspecific oil containing waste. Several remedial actions have occurred at the site. The potential contaminants of concern at the Downtown Sac Site Wide site are asbestos, petroleum, polynuclear aromatic hydrocarbons, semi-volatile organics, and volatile organics. The Remedial Design and Implementation Plan for this site is currently being developed and implemented in phases.

Exposure to substances that adsorb in the soil, such as heavy metals and semi-volatile organic compounds, could occur through inhalation or ingestion of affected soils. Exposure to more mobile chemicals, such as VOCs could result from inhalation of gases or skin contact. Exposure to hydrocarbons could result by any of the above-mentioned exposure routes. Unmitigated releases of hazardous substances in excess of risk-based standards could result in adverse short-term or long-term human health or environmental effects. Therefore, the impact would be similar to that of the 2007 RSP EIR and subsequent documents, but the severity is substantially reduced because extensive remediation has occurred since 2007, reducing the potential risk of exposure. The 2016 RSPU SEIR Mitigation Measures listed below would further minimize risk of exposure to previously unidentified soil contamination.

Accordingly, changes introduced by the proposed project and/or new circumstances relevant to the project would not, as compared to the 2007 EIR and 2016 SEIR, result in new significant impacts relating to hazardous materials or significant impacts that are substantially more severe than significant impacts previously disclosed. No new mitigation measures would be required.

## **Emergency Response and Evacuation**

Emergency response and evacuation was not evaluated in the 2007 EIR and 2016 SEIR. However, development of the project site would be located within an area planned for mixed residential/commercial and transportation development. The proposed project would not be anticipated to impair the implementation of, or physically interfere with, an emergency response

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<sup>9</sup> California State Water Resources Control Board, 2020. Geotracker Database. Sacramento, CA. Available: <https://geotracker.waterboards.ca.gov/map>. Accessed October 2, 2020

<sup>10</sup> U.S. Department of Toxic Substances Control, 2020. Envirostor Database. California Department of Toxic Substances Control. DTSC's Hazardous Waste and Substances Site List – Site Cleanup (Cortese List). Available: <https://www.envirostor.dtsc.ca.gov>. Accessed October 2, 2020.

plan or emergency evacuation plan. The proposed project includes development, similar to anticipated development analyzed in the 2007 RSP EIR and subsequent 2016 RSPU SEIR. Development would not require substantial road closures or other elements that may impair the implementation of, or physically interfere with, an emergency response plan or emergency evacuation plan. This project impact would be less than significant and no mitigation would be required.

## Mitigation Measures

### ***2016 Subsequent EIR Mitigation Measures***

#### **Mitigation Measure 4.8-1 (RSPU, West Jibboom only, SO)**

If unidentified or suspected contaminated soil or groundwater, evidenced by stained soil, noxious odors, or other factors, is encountered during site preparation or construction activities, work shall stop in the area of potential contamination, and the type and extent of contamination shall be identified by a qualified professional. The qualified professional shall prepare a report that includes, but is not limited to, activities performed for the assessment, summary of anticipated contaminants and contaminant concentrations, and recommendations for appropriate handling and disposal. Site preparation or construction activities shall not recommence within the contaminated areas until remediation is complete and a “no further action” letter is obtained from the appropriate regulatory agency.

#### **Mitigation Measure 4.8-7 (RSPU, KPMC, MLS, SO)**

- a) In areas where the groundwater contamination has the potential to reach water, sewer or storm drainage pipelines due to fluctuations in the elevation of the groundwater table, or where volatile contaminants in soil vapor could enter porous utility lines, measures such as concrete trenches, membrane barriers and venting will be used to prevent infiltration in accordance with DTSC requirements.
- b) Routine monitoring of the above areas shall be performed by the landowners and/or the City, reported to DTSC and Regional Water Board, and corrective actions implemented if the results indicate adverse change in water quality. For stormwater, the monitoring may be conducted through the City’s MSR 4 program.

### ***Additional 2020 Mitigation Measures***

Not Applicable

## Conclusion

Changes introduced by the Sacramento Valley Station Area Plan and/or new circumstances relevant to the project would not, as compared to the 2007 RSP EIR and the 2016 RSPU SEIR, result in a new significant impact or significant impacts related to hazards and hazardous

materials that are substantially more severe than significant impacts previously disclosed. In addition, there is no new information of substantial importance showing that the Sacramento Valley Station Area Plan would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the previous 2007 RSP EIR or 2016 RSPU SEIR. Nor is there new information of substantial importance showing that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project.

## Hydrology and Water Quality

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
<b>10. Hydrology and Water Quality.</b> Would the Project:					
a. Violate any water quality standards or waste discharge requirements?	RSP DEIR page 6.6-21 to 6.6-22  SRSPU SEIR page 4.9-22 to 4.9-26	No	No	No	No 2007 RSP EIR MM 6.6-2
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	RSP DEIR page 6.6-22 to 6.6-23  SRSPU DSEIR page 4.9-33 to 4.9-34	No	No	No	No
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	RSP DEIR page 6.6-21 to 6.6-22  SRSPU DSEIR page 4.9-29 to 4.9-32	No	No	No	No
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	RSP DEIR page 6.6-21 to 6.6-22  SRSPU DSEIR page 4.9-29 to 4.9-32	No	No	No	No
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	RSP DEIR page 6.6-22 to 6.6-23  SRSPU DSEIR page 4.9-26 to 4.9-29	No	No	No	No
f. Otherwise substantially degrade water quality?	RSP DEIR page 6.6-22 to 6.6-23  SRSPU DSEIR page 4.9-22 to 4.9-26	No	No	No	No
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	SRSPU DSEIR page 4.9-29 to 4.9-32	No	No	No	No
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	SRSPU DSEIR page 4.9-29 to 4.9-32	No	No	No	No

i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	SRSPU DSEIR page 4.9-29 to 4.9-32	No	No	No	No
j.	Inundation by seiche, tsunami, or mudflow?	SRSPU DSEIR page 4.9-1	No	No	No	No

## Discussion

### ***Relevant Changes to Project Related to Hydrology and Water Quality***

Water supply infrastructure for the project site would be provided by the existing and planned infrastructure, designed to serve the RSP Area. The 2007 RSP called for the creation of a new water distribution system for the entire RSP Area. The RSP called for construction of a new 42-inch water main in Bercut Drive, connecting the RSP Area to the City water treatment plant immediately north of the RSP Area.

As with the 2007 RSP, the 2016 RSPU would have a water distribution system that largely follows the street system throughout the entire RSP Area, with a primary connection to the City's water treatment plant via a 42-inch transmission main under Bercut Drive. This main connects under the UPRR tracks to I Street, where it ties into the existing 18-inch water line under 7<sup>th</sup> Street. Figure 2-17, in the RSPU SEIR provides a map of the water supply backbone that is being developed to provide water to the RSP Area. Key material changes from the 2007 RSP to the RSPU water systems were that under the RSPU there would not be a water line crossing the UPRR tracks on the 6<sup>th</sup> Street bridge; north-south connections across the UPRR tracks would be limited to 5<sup>th</sup> Street and the existing line in 7<sup>th</sup> Street.

### ***Relevant Changes to Environmental Setting***

The project site, which is a subset of the RSP area analyzed in the 2007 RSP EIR, has remained largely undeveloped since the certification of the 2007 RSP EIR and 2016 RSPU SEIR. There have been no substantial changes to the RSP area or the project site that would result in the proposed project having new significant impacts to hydrology and water quality that were not considered in the prior environmental documents or that substantially increase the severity of a previously identified impacts.

### ***Comparative Impacts Discussion***

#### **Risk of Flooding**

As indicated in the 2007 RSP EIR, the majority of the RSP Area is identified on the FEMA FIRM map as outside of the 100-year floodplain. The 2007 RSP EIR found that the proposed cistern would prevent increases in on- or off-site flooding by providing enough storage volume to detain the 10- and 100-year 6-hour stormwater runoff volumes, as required by the Department of Utilities' Procedures Manual. Detained stormwater in the cistern would be released after the peak flow in the Sacramento River and would not result in measurable increases in water surface elevation in the river. However, subsequent planning in concert with the City has resulted in the abandonment of the cistern concept. Therefore, the project proposes to convey stormwater flows

through the proposed stormwater outfall system, previously analyzed in the 2007 Railyards Specific Plan EIR and subsequent documents, to accommodate stormwater drainage from the RSP Area. As such, with the use of the stormwater outfall, no new significant impacts related to risk of floods would occur. Thus, no new or substantially more severe impact would occur than analyzed by the 2007 Railyard Specific Plan EIR and subsequent 2016 RSPU SEIR. No mitigation would be required.

## Water Quality

The 2007 RSP EIR and subsequent documents discussed impacts with respect to water quality and found that earth-disturbing construction activities could substantially increase the potential for soil erosion and sedimentation in runoff discharging from the site during a rainstorm. Similar to the 2007 RSP EIR, construction of the proposed project would result in land-disturbing activities such as grading, excavation, and trenching for utility and infrastructure installation. Additionally, the proposed project would develop the project site with impermeable surfaces to levels similar to those anticipated for development analyzed in the 2007 RSP EIR. As with the 2007 RSP EIR and 2016 RSPU SEIR, the proposed project would adhere to applicable regulations and standards that would reduce water quality impacts to less than significant.

## Groundwater

Analysis of the potential impacts to groundwater in the 2007 RSP EIR and 2016 RSPU SEIR concluded that the project would not withdraw groundwater for water supply or interfere with recharge of the groundwater basin. Development would be required to implement BMPs to prevent impacts to groundwater quality and to comply with dewatering regulations. Ground-disturbing construction activities would include excavation for the construction of structural foundations and subgrade levels, trenching for utility connections, and grading. The construction processes for the proposed project would be the same as those processes anticipated and analyzed in the 2007 and 2016 EIRs, as similar uses were anticipated for the project site. Accordingly, this impact would be less than significant. As such, changes introduced by the proposed project and/or new circumstances relevant to the project would not, as compared to the 2007 RSP EIR and 2016 RSPU SEIR, result in new significant impacts relating to groundwater supplies or significant impacts that are substantially more severe than impacts previously disclosed.

## Mitigation Measures

### 2007 DEIR Mitigation Measures

#### Mitigation Measure 6.6-2

The proposed Specific Plan shall limit discharges to the Sacramento River from the cistern that do not meet the water quality standards set by the City and the CVRWQCB. If the cistern cannot meet the required water quality standards, then the proposed Specific Plan shall incorporate BMPs using the best available technology as provided in the *Stormwater Quality Design Manual for the Sacramento and South Placer Regions (Manual)* (May 2007) to reduce urban pollutant discharges to the Sacramento River.

### ***2007 FEIR Mitigation Measures***

Not applicable.

### ***2012 Addendum to the EIR Mitigation Measures***

Not applicable.

### ***2016 Subsequent EIR Mitigation Measures***

Not applicable.

### ***Additional 2020 Mitigation Measures***

Not applicable.

## **Conclusion**

Changes introduced by the Sacramento Valley Station Area Plan and/or new circumstances relevant to the project would not, as compared to the 2007 RSP EIR and the 2016 RSPU SEIR, result in a new significant impact or significant impacts related to hydrology and water quality that are substantially more severe than significant impacts previously disclosed. In addition, there is no new information of substantial importance showing that the Sacramento Valley Station Area Plan would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the previous EIR or Subsequent EIR. Nor is there new information of substantial importance showing that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project.

## Noise

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
<b>13. Noise.</b> Would the project result in:					
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	RSP EIR page 6.8-15 to 6.8-22 and RSPU SEIR page 4.10-21 to 4.10-65	No	No	No	Yes 2016 RSPU SEIR MM 4.10-1, 4.10-2, & 4.10-3
b. Generation of excessive groundborne vibration or groundborne noise levels?	RSP EIR page 6.8-22 to 6.8-29 and RSPU SEIR page 4.10-65 to 4.10-75	No	No	No	Yes 2016 RSPU SEIR MM 4.10-4 & 4.10-5
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	RSP EIR page 6.8-1	No	No	No	Yes

## Discussion

### ***Relevant Changes to Project Related to Noise***

The 2007 RSP EIR and 2016 RSPU SEIR evaluated potential noise and vibration impacts resulting from development of the RSP Area. Noise and vibration impacts evaluated in the previous EIRs were based on the entire RSP Area, of which the Sacramento Valley Station Area Plan (Area Plan) project site is a subset (Lots 38, 39, and 40). The 2007 EIR included analysis of proposed Transportation Use (TU) on Lots 38 and 39 and Office/Residential Mixed Use (ORMU) on Lot 40 in the RSP Area, allowing for a broad range of transportation-related and transit supportive services, retail, office, hotel, and residential uses.

The 2016 RSPU SEIR replaced zoning designations with special planning district zoning based on existing zones that are included in the City's Planning and Development Code, and established and analyzed assumed levels of development for the RSP Area as a whole. Lots 38 and 39 were designated as Public/Quasi-Public and zoned Heavy Industrial (M-2 SPD), and Lot 40 was rezoned to Central Business District (C-3 SPD). Development of the Area Plan project site was assumed in the RSPU and the impacts from this development were included in the analysis contained in the RSPU SEIR. Lots 38 and 39 retained their planned land use from the 2007 RSP.

The RSPU SEIR assumed the same impacts from development of those lots as was anticipated in the 2007 RSP EIR. In both the 2007 RSP EIR and the 2016 RSPU SEIR, the City anticipated that those lots would be developed for transit and transit-supporting uses such as residential, office, retail, and hotel uses.

The proposed Area Plan further refines the planned buildout of Lots 38, 39, and 40. The proposed Area Plan project would utilize the existing historic station and develop new structures and outdoor amenities in areas surrounding the existing and proposed structures. Under the proposed Area Plan, the project site would include a multi-modal transit center including commercial space, a Bus and Mobility Center (BMC), a tunnel entrance, a light rail transit center with passenger loading area, an arrival plaza, several outdoor amenities, and private office, hotel, and residential development.

As the proposed land uses remain consistent with what was envisioned and analyzed for the proposed Area Plan site in the 2007 EIR and the 2016 SEIR, there are no aspects of the proposed Area Plan that have not previously been analyzed. Therefore, there are no changes in the proposed Area Plan as compared to the 2007 EIR and the 2016 SEIR that would increase the potential for noise and vibration.

### ***Relevant Changes to Environmental Setting***

The proposed Area Plan project site primarily consists of developed, urban land with structures, parking lots. Land uses in the Area Plan project site, which is a subset of the RSP Area analyzed in the 2007 RSP EIR and 2016 RSPU SEIR, has remained largely unchanged since the certification of the RSP EIR and 2016 RSPU SEIR. With no changes to the land uses and no additional development in the area, no substantial changes to the environmental setting are identified that would result in the proposed project having new significant impacts to noise and vibration that were not considered in the prior environmental documents or that substantially increase the severity of previously identified impacts.

The regulatory setting has also remained the same as that included in the 2016 SEIR and will continue to apply to the proposed project.

### ***Comparative Impacts Discussion***

#### **Construction Noise**

The 2016 RSPU SEIR identified that construction of the RSPU, much like the 2007 RSP, would consist of site grading, excavation for infrastructure and building foundations, building construction, and paving and landscaping installation. All of these construction activities would require onsite staging areas to store off-road equipment and to temporarily hold building materials and infill soil. The RSPU construction activities that would generate the highest noise levels would involve impact pile driving that occurs during foundation construction. Foundations of large, tall buildings frequently require the installation of deep foundations supported by piles in order to bear the weight of the building and to protect the building against uplift that can be created by shallow groundwater. Construction within the RSP Area that may require impact pile

driving would include the proposed KP Medical Center, MLS Stadium, and additional future mid- and high-rise structures constructed pursuant to the RSPU. The 2016 RSPU SEIR concluded that construction activities would expose occupants of nearby buildings to high levels of noise during the day and night, which would constitute a significant impact. The implementation of Mitigation Measure 4.10-1 would reduce impacts to sensitive receptors. However, the 2016 RSPU SEIR concluded that temporary construction noise generated by implementation of the RSPU may continue to exceed the City's thresholds of significance with implementation of Mitigation Measure 4.10-1.

The proposed project would construct mid- or high-rise structures as private uses on the project site, which may result in adverse noise impacts to nearby receptors at the KCRA facility, near the D Street/10<sup>th</sup> Street intersection, and in the Akali Flat neighborhood. However, the proposed private uses were anticipated uses in the 2007 RSP EIR and subsequent 2016 RSPU EIR. For this reason, noise impacts from construction of the proposed project have been fully analyzed in the 2016 RSPU EIR. The proposed project would result in potentially-significant impacts related to temporary construction noise. The implementation of Mitigation Measure 4.10-1 from the 2016 RSPU SEIR would implement noise reduction measures and strategies that may reduce exposure of sensitive receptors to noise levels in exceedance of acceptable standards. However, nearby receptors may be exposed to noise from the proposed project that exceeds acceptable standards. For this reason, the project impact related to construction noise would continue to be a significant unavoidable impact, consistent with the determination of the 2016 RSPU SEIR.

### **Operational Noise**

The 2007 RSP EIR discussed transportation noise impacts under Impact 6.8-2 on pages 6.8-18 through 6.8-21, and concluded that within the RSP Area there would be no significant noise impacts related to vehicular traffic and UPRR train pass-by events. The 2007 RSP EIR stated that the RSP would increase traffic volumes along local streets that would substantially increase traffic noise in the project vicinity, but found these increases in traffic noise would not result in a significant impact. The 2007 RSP EIR assessed rail traffic noise impacts at the proposed Depot District, Central Shops District, West End District, East End District, and Riverfront District and found some of these districts to be exposed to rail noise above 70 dBA L<sub>dn</sub>. In summary, the 2007 RSP EIR concluded that because the proposed residential buildings in every district would be constructed to meet Title 24 standards for interior noise levels, there would not be a significant impact due to increased ambient noise. In regards to noise impacts in the vicinity of the 2007 RSP, the 2007 RSP EIR assessed noise impacts related to the project's contribution to traffic to local streets and the proposed realignment of the existing rail line.

Impact 6.8-3 on page 6.8-22 of the 2007 RSP EIR found that the 2007 RSP would introduce new stationary sources such as heating, ventilation and air conditioning (HVAC) equipment, garbage pickup activity, and service and delivery truck activity at residential and commercial building loading docks. Due to the high potential for stationary sources to exceed the City's noise standards, the 2007 RSP EIR concluded that new stationary sources would result in a significant noise impact. Mitigation Measure 6.8-3 was identified to reduce this impact to a less than significant level.

The 2016 RSPU SEIR found that future traffic increases associated with the development of the RSPU would result in noise increases along roadway segments in the vicinity of the RSP Area that would expose nearby sensitive receptors to substantial noise increases over baseline conditions. In addition, development proposed by the RSPU would place residential units within 190 feet of the UPRR rail line, which would expose these receptors to exterior noise levels that would exceed the City of Sacramento exterior noise standard. HVAC units and loading docks within the RSP Area would expose future residences to mechanical and truck idling noise levels that would exceed the City of Sacramento stationary noise standards. Therefore, the 2016 RSPU SEIR concluded that the operational noise impact from transportation and non-transportation sources would result in a **significant impact**. Even with the implementation of Mitigation Measures 4.10-2(a) and 4.10-2(b), the residual impact was determined to be significant and unavoidable.

Operation transportation and non-transportation noise impacts from the development of the proposed Area Plan would be similar to those discussed in the previous EIRs. As the development intensity assumed under the Area Plan is consistent with what was assumed previously in the 2016 RSPU SEIR, the number of vehicle trips generated and their associated traffic noise impacts would likely be similar to the 2016 analysis, and would expose nearby sensitive receptors to substantial noise increases over baseline conditions. Similarly, development of the proposed residential uses in proximity to the UPRR rail line, operation of HVA units in buildings and activities associated with loading docks could also expose future receptors in the Mater Plan area to noise levels in excess of City of Sacramento stationary noise standards resulting a potentially significant impact. However, Mitigation Measures 4.10-2(a) and 4.10-3(a) would reduce these operational noise impacts to a less than significant level. Mitigation Measure NOI-1 extends the requirements of Mitigation Measure 4.10-2(a).iii to Lot 40, where residential uses are proposed as part of the Area Plan. This would ensure that operational noise impacts from exposure of future residential uses to rail noise would be less than significant.

### **Construction Vibration**

The 2007 RSP EIR discussed construction vibration impacts under Impact 6.8-4 on pages 6.8-22 and 6.8-23. Impact pile drivers would have been required for the construction of the foundations of high-rise structures within the RSP Area. The 2007 RSP EIR assumed that impact pile drives would be used near onsite residential receptors and historic structures that would result in either an annoyance or building damage. The analysis concluded that future sensitive land uses within the RSP Area and the existing historic structures could be affected by impact pile driving during construction of projects within the RSP Area. This was determined to be a significant impact. Mitigation Measure 6.8-1 was identified to reduce construction vibration impacts in addition to noise.

Similarly, the 2016 RSPU SEIR found construction activities associated with the RSPU to result in significant vibration impacts due to the proximity of future sensitive land uses associated with the RSPU to construction activity areas. Specifically, the analysis found vibration levels generated during impact pile driving to exceed the applied vibration thresholds for human annoyance and/or building damage at nearby future planned sensitive receptors and existing

historic structures. Mitigation Measure 4.10-4 was identified to reduce this significant impact to a less than significant level. However, the residual construction vibration impact was found to be significant and unavoidable.

The proposed Area Plan would result in similar vibration impacts during construction. Pile driving used to construct foundations of buildings could generate vibration levels at the existing historic station and at project receptors that would exceed thresholds for human annoyance and building damage. Though Mitigation 4.10-4 would reduce this impact, the residual impact would still be significant and unavoidable, consistent with the findings of the 2007 RSP EIR and 2016 RSPU SEIR analyses.

### **Operational Vibration**

The 2007 RSP EIR discussed vibration impacts to sensitive receptors within the RSP Area from the UPRR rail line, RT light rail, and I-5 under Impact 6.8-5 on pages 6.8-23 through 6.8-28. The 2007 RSP EIR concluded that there are areas within each District that could be subjected to disruptive levels of vibration from rail traffic along the UPRR and RT light rail lines, and vehicular traffic along I-5, which would result in a significant impact. In addition, the 2007 RSP EIR evaluated vibration impacts associated with the proposed realignment of the UPRR tracks and identified Mitigation Measures 6.8-5(a) and 6.8-5(b) to reduce impacts to a less than significant level.

The 2016 SEIR analysis concluded that proposed residential units in close proximity to the UPRR rail line in the RSPU Area could be exposed to vibration levels that would result in an annoyance. In addition, the proposed sensitive commercial buildings were also found to be exposed to vibration levels from freight train pass-by events along the UPRR rail line that would disrupt daily operations. As a result, the vibration levels at these residential and sensitive commercial buildings was determined to be significant. Mitigation Measure 4.10-5 was identified to reduce this impact to a less than significant level. Since the publication of the 2007 RSP EIR, the UPRR rail line tracks have been relocated to their present alignment. Therefore, this 2016 SEIR only evaluated the vibration impacts from the current UPRR alignment on uses proposed by the RSPU.

The Area Plan would generate similar vibration impacts primarily due to the proximity of future residential uses to the UPRR rail line. The scale of the impact would be similar to that analyzed in the previous EIRs. Implementation of Mitigation Measure 4.10-5 would reduce this impact to a less than significant level, consistent with the 2016 RSPU SEIR analysis.

### **Exposure to Aircraft Noise**

The 2007 RSP EIR noted that the RSP Area is not located within an airport land use Specific Plan Area or within two miles of an airport or private airstrip. Therefore, development of the Specific Plan Area would not expose people to excessive airport noise levels. As a result, this issue was not discussed in the 2016 RSPU SEIR and is not discussed further in this analysis. There would be no impact to people residing or working in the Area Plan Area from exposure to excessive levels of aircraft noise.

## Mitigation Measures

### **2007 DEIR Mitigation Measures**

Mitigation Measure 6.8-1 on pages 6.8-17 and 6.8-18 of the 2007 RSP EIR is included as Mitigation Measure 4.10-1 in the 2016 SEIR and is described below.

Mitigation Measure 6.8-3 on page 6.8-22 of the 2007 RSP EIR is included as 2016 SEIR Mitigation Measures 4.10-2(a) and 4.10-3 in the 2016 SEIR and are described below.

Mitigation Measure 6.8-4 on page 6.8-23 of the 2007 RSP EIR is included in the 2016 SEIR as Mitigation Measure 4.10-4.

Mitigation Measure 6.8-5 on pages 6.8-28 and 6.8-29 of the 2007 RSP EIR is similar to Mitigation Measure 4.10-5 in the 2016 SEIR and is detailed below. Items (a) and (b) of Mitigation 6.8-5 of the 2007 RSP EIR are not included as they relate to construction vibration mitigation during track relocation, which has already been completed and is no longer relevant.

### **2016 Subsequent EIR Mitigation Measures**

The 2016 SEIR identified the following mitigation measures, which are similar to or build upon the measures in the 2007 EIR to add specific requirements related to the loading docks at onsite commercial uses. The 2016 EIR included Mitigation Measure 4.10-2(b), a new mitigation measure specific to event noise from the proposed MLS Stadium, which would not be applicable to the proposed Area Plan and is therefore not listed below.

#### **Mitigation Measure 4.10-1 (RSPU, KPMC, MLS)**

The contractor shall ensure that the following measures are implemented during all phases of project construction:

- a) *Whenever construction occurs within 130 feet to occupied residences (on or offsite), temporary barriers shall be constructed around the construction sites to shield the ground floor of the noise-sensitive uses. These barriers shall be of ¾-inch Medium Density Overlay (MDO) plywood sheeting, or other material of equivalent utility and appearance, and shall achieve a Sound Transmission Class of STC-30, or greater, based on certified sound transmission loss data taken according to ASTM Test Method E90 or as approved by the City of Sacramento Building Official.*
- b) *Construction equipment staging areas shall be located as far as feasible from residential areas while still serving the needs of construction contractors.*
- c) *Use of auger displacement for installation of foundation piles, if feasible. If impact pile driving is required, sonic pile drivers shall be used, unless engineering studies are submitted to the City that show this is not feasible, based on geotechnical considerations.*

- d) Prior to impact pile driving activities in Blocks 49, 50 and 52, the applicant shall coordinate with the KCRA building management staff in order to minimize disruption from pile driving, to the extent feasible.

#### **Mitigation Measure 4.10-2(a) (RSPU, KPMC, MLS)**

The project sponsor shall ensure that the following measures are implemented for all development under the proposed Specific Plan:

- i. Prior to the issuance of building permits, the applicant shall submit engineering and acoustical specification for project mechanical HVAC equipment and the proposed locations of onsite loading docks to the Planning Director demonstrating that the HVAC equipment and loading dock design (types, location, enclosure, specification) will control noise from the equipment to at least 10 dBA below existing ambient levels at nearby residential and other noise-sensitive land uses.
- ii. Noise-generating stationary equipment associated with proposed commercial and/or office uses, including portable generators, compressors, and compactors shall be enclosed or acoustically shielded to reduce noise-related impacts to noise-sensitive residential uses.
- iii. In order to avoid the exposure of rail noise to onsite future sensitive receptors that would exceed the City of Sacramento exterior noise standards, residential units within Blocks 35, 49 and 50 shall not be placed closer than 190 feet from the centerline of the UPRR rail line.

The 2016 SEIR also included Mitigation Measure 4.10-3 to add specific requirements related to the loading docks at onsite commercial uses.

#### **Mitigation Measure 4.10-3(a) (RSPU)**

*Prior to the issuance of building permits for residential projects within the RSP Area, the City shall require project applicants for residential development to submit a detailed noise study, prepared by a qualified acoustical consultant, to identify design measures necessary to achieve the City interior standard of 45 Ldn in the proposed new residences. The study shall be submitted to the City for review and approval. Design measures such as the following could be required, depending on the specific findings of the noise study: double-paned glass windows facing noise sources; solid-core doors; increased sound insulation of exterior walls (such as through staggered- or double-studs, multiple layers of gypsum board, and incorporation of resilient channels); weather-tight seals for doors and windows; or sealed windows with an air conditioning system installed for ventilation. This study can be a separate report, or included as part of the Noise and Vibration Reduction Plan for the proposed projects. The building plans submitted for building permit approval shall be accompanied by*

*certification of a licensed engineer that the plans include the identified noise-attenuating design measures and satisfy the requirements of this mitigation measure.*

#### **Mitigation Measure 4.10-4 (RSPU, KPMC, MLS)**

Prior to the issuance of any building permit for each phase of project development, the project applicant shall develop a Vibration Reduction Plan in coordination with an acoustical consultant, geotechnical engineer, and construction contractor, and submit the Plan to the City Chief Building Official for approval. The Plan shall include the following elements:

- 1) *To mitigate vibration, the Plan shall include measures such that surrounding buildings will be exposed to less than 80 VdB and 83 VdB where people sleep and work, respectively, and less than 0.25 PPV for historic buildings to prevent building damage.*

Measures and controls shall be identified based on project-specific final design plans, and may include, but are not limited to, some or all of the following:

- 2) *Buffer distances and types of equipment selected to minimize vibration impacts during construction at nearby receptors in order to meet the specified standards.*
- 3) *Implement a vibration, crack, and line and grade monitoring program at existing historic buildings located within 47 feet of construction activities. The following elements shall be included in this program:*
  - a) *During building construction:*
    - i) *The construction contractor shall regularly inspect and photograph crack gauges, maintaining records of these inspections to be included in post-construction reporting. Gauges shall be inspected every two weeks, or more frequently during periods of active project actions in close proximity to crack monitors, such as during the building construction of blocks 23 and 24.*
    - ii) *The construction contractor shall collect vibration data from receptors and report vibration levels to the City Chief Building Official on a monthly basis. The reports shall include annotations regarding project activities as necessary to explain changes in vibration levels, along with proposed corrective actions to avoid vibration levels approaching or exceeding the established threshold.*
    - iii) *With regards to historic structures, if vibration levels exceed the threshold and monitoring or inspection indicates that the project is damaging the building, the historic building shall be provided additional*

*protection or stabilization. If necessary and with approval by the City Chief Building Official, the construction contractor shall install temporary shoring or stabilization to help avoid permanent impacts. Stabilization may involve structural reinforcement or corrections for deterioration that would minimize or avoid potential structural failures or avoid accelerating damage to the historic structure. Stabilization shall be conducted following the Secretary of Interior Standards Treatment of Preservation. This treatment shall ensure retention of the historical resource's character-defining features. Stabilization may temporarily impair the historic integrity of the building's design, material, or setting, and as such, the stabilization must be conducted in a manner that will not permanently impair a building's ability to convey its significance. Measures to shore or stabilize the building shall be installed in a manner that when they are removed, the historic integrity of the building remains, including integrity of material.*

b) Post-construction

- i) *The applicant (and its construction contractor) shall provide a report to the City Chief Building Official regarding crack and vibration monitoring conducted during demolition and construction. In addition to a narrative summary of the monitoring activities and their findings, this report shall include photographs illustrating the post-construction state of cracks and material conditions that were presented in the pre-construction assessment report, along with images of other relevant conditions showing the impact, or lack of impact, of project activities. The photographs shall sufficiently illustrate damage, if any, caused by the project and/or show how the project did not cause physical damage to the historic and non-historic buildings. The report shall include annotated analysis of vibration data related to project activities, as well as summarize efforts undertaken to avoid vibration impacts. Finally, a post-construction line and grade survey shall also be included in this report.*
- ii) *The project applicant (and its construction contractor) shall be responsible for repairs from damage to historic and non-historic buildings if damage is caused by vibration or movement during the demolition and/or construction activities. Repairs may be necessary to address, for example, cracks that expanded as a result of the project, physical damage visible in post-construction assessment, or holes or connection points that were needed for shoring or stabilization. Repairs shall be directly related to project impacts and will not apply to general*

*rehabilitation or restoration activities of the buildings. If necessary for historic structures, repairs shall be conducted in compliance with the Secretary of Interior Standards Treatment of Preservation. The project applicant shall provide a work plan for the repairs and a completion report to ensure compliance with the SOI Standards to the City Chief Building Official and City Preservation Director for review and comment.*

Mitigation Measure 4.10-5 described below is similar to Mitigation Measure 6.8-5 on pages 6.8-28 and 6.8-29 of the 2007 RSP EIR. Items (a) and (b) of Mitigation 6.8-5 of the 2007 RSP EIR are not included as they relate to construction vibration mitigation during track relocation. Since the relocation of the UPRR has already been completed, these items are no longer relevant.

### **Mitigation Measure 4.10-5 (RSPU)**

- a) *The historic structures in the Central Shops Historic District shall be stabilized using methods that would protect against vibration levels identified in the screening analysis (shown in Figure 6.8-3 of the 2007 RSP EIR).*
- b) *Prior to design review, the applicant shall have a certified vibration consultant prepare a site-specific vibration analysis for residential uses and historic structures that are within the screening distance (shown in Figure 6.8-3 of the 2007 RSP EIR) for freight and passenger trains or light rail trains. The analysis shall detail how the vibration levels at these receptors would meet the applicable vibration standards to avoid potential structural damage and human annoyance. The results of the analysis shall be incorporated into project design.*

### **Additional 2020 Mitigation Measures**

#### **Mitigation Measure NOI-1**

*As the Area Plan proposes residential uses on Lot 40 adjacent to the UPRR rail line, Mitigation Measure 4.10-2(a).iii shall be extended to Lot 40. This measure requires that residential units not be placed closer than 190 feet from the centerline of the UPRR rail line in order to avoid the exposure of rail noise to onsite future sensitive receptors that would exceed the City of Sacramento exterior noise standards.*

## **Conclusion**

The Sacramento Valley Station Area Plan will be constructed within the footprint previously analyzed in the 2007 RSP EIR and 2016 RSPU SEIR. The Sacramento Valley Station Area Plan and/or new circumstances relevant to the project would not, as compared to the 2007 RSP EIR and the 2016 RSPU SEIR, result in a new significant impact or significant impacts related to noise that are substantially more severe than significant impacts previously disclosed. In addition,

there is no new information of substantial importance showing that the proposed project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the previous EIR or Addendum. Nor is there new information of substantial importance showing that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project.

For these reasons, project impacts related to noise and vibration would not require the preparation of a subsequent EIR and the conclusions of the 2016 RSPU SEIR remain valid.

## Public Services

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
<b>15. Public Services.</b> Would the project:					
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
Fire protection?	RSP DEIR page 6.10-17 to 6.10-20  RSPU SEIR page 4.11-20 to 4.11-24	No	No	No	Yes
Police protection?	RSP DEIR page 6.10-6 to 6.10-10  RSPU SEIR page 4.11-7 to 4.11-12	No	No	No	Yes
Schools?	RSP DEIR page 6.10-45 to 6.10-50  RSPU SEIR page 4.11-35 to 4.11-41	No	No	No	Yes 2007 RSP EIR MM 6.10-10  2016 RSPU SEIR MM 4.11-6
Parks?	RSP DEIR page 6.9-13 to 6.9-16  RSPU SEIR page 4.11-55 to 4.11-60	No	No	No	Yes 2007 RSP EIR MM 6.9-1  2016 RSPU SEIR MM 4.11-8
Other public facilities?	RSP DEIR page 6.10-55 to 6.10-58  RSPU SEIR page 4.11-64 to 4.11-66	No	No	No	Yes

## Discussion

### ***Relevant Changes to Project Related to Public Services***

#### **Schools**

The 2007 RSP identified a potential site for a school was identified in the eastern portion of the RSP Area, north of Railyards Boulevard, between 10<sup>th</sup> Street and 12<sup>th</sup> Street. It was noted that the

new school would likely be an “urban” school, with such characteristics as compact hardscape recreation areas, multi-story classroom facilities, and potentially rooftop recreation areas. As in the 2007 RSP, a potential school site has been identified at the eastern tip of the RSP Area (see Figure 2-21, in the RSPU SEIR), but other locations may be ultimately identified and agreed to by the District.

## Parks

Similar to what was planned in the 2007 RSP EIR and subsequent updates, areas to the west of proposed structures, including beneath I-5 and the northbound I-5 onramp, would be developed for use as park and open space. However, the Area Plan specifically identifies park uses within the area plan, where the 2007 RSP and 2016 RSPU contemplated park uses in the areas below I-5 and near the Sacramento River.

### ***Relevant Changes to Environmental Setting***

The project site, which is a subset of the RSP area analyzed in the 2007 RSP EIR, has remained largely undeveloped since the certification of the 2007 RSP EIR and 2016 RSPU SEIR. There have been no substantial changes to the RSP area or the project site that would result in the proposed project having new significant impacts to public services that were not considered in the prior environmental documents or that substantially increase the severity of a previously identified impacts. Additionally, the project site would continue to be served by the same police stations, fire stations, schools districts, and parks as addressed in the 2007 RSP EIR and 2016 RSPU SEIR.

### ***Comparative Impacts Discussion***

The 2007 RSP EIR and 2016 RSPU SEIR identified and analyzed potential impacts to public services within the footprint covered by the RSP. The proposed project covers a portion of the RSP footprint. Potential impacts from the proposed project, fire protection, police protection, schools, parks and other public facilities, were already analyzed in the 2007 RSP EIR and subsequent updates.

The 2007 Railyard Specific Plan EIR and subsequent updates determined that the anticipated development at the project site would result in less-than-significant impacts to public services for fire protection, police protection, and maintenance of public facilities. However, impacts to schools would be potentially significant due to the location of the proposed school adjacent to the Union Pacific Railroad Tracks, which could result in a potentially hazardous situation for students. The 2007 RSP EIR and subsequent updates identified Mitigation Measure 6.10-10 (see below), the implementation of which would reduce project impacts related to schools to less than significant. Additionally, the proposed project would not meet the city’s Service Level Goal for parks and would result in a significant impact. However, the 2007 RSP EIR and subsequent updates identified Mitigation Measure 6.9-1 and 6.9-2 (see below), the implementation of which would reduce project impacts related to parks to less than significant.

Police protection services to the project site are provided by the Sacramento City Police Department (SPD). The project area is serviced by the Richards Police Facility, operating at 300 Richards Boulevard, approximately 0.5 miles north of the project site. This remains consistent with the police protection services analyzed in the 2016 RSPU SEIR.

Fire protection and emergency medical services to the project area are provided by the Sacramento Fire Department (SFD). First-response service is provided by the following stations, which remains consistent with the fire protection services analyzed in the 2016 RSPU SEIR:

- Station 14, located at 1341 North C Street and is approximately 0.5 miles to the northeast of the project site;
- Station 2, located at 1229 I Street and is approximately 0.6 miles to the southeast of the project site;
- Station 1, located at 624 Q Street and is approximately one mile to the south of the project site; and
- Station 5, located at 731 Broadway, approximately 1.6 miles to the south of the project site

The proposed project would be used for Office/Residential Mixed Use and Transportation use, as planned for in the 2007 EIR and subsequent updates and in subsequent land use plans for the City and region. Therefore, no additional demand for police protection, fire protection, or maintenance of public facilities were expected to occur from the demand anticipated in the 2007 EIR and subsequent updates. Furthermore, implementation of the 2007 RSP EIR Mitigation Measures 6.9-1, 6.9-2, and 6.10-10 as well as the 2016 RSPU SEIR Mitigation Measure 4.11-6, described below, would be implemented as part of the proposed project to further reduce impacts related to public services. Therefore, the demand for public services would be the same as the demand anticipated and analyzed in the 2007 RSP EIR and subsequent updates.

Therefore, the proposed project would not result in new or more significant effects to public services than were discussed in the 2007 RSP EIR and subsequent updates. No new information or changes under the proposed project are known which would affect this conclusion. Therefore, the conclusions of the 2007 RSP EIR and 2016 RSPU SEIR remain valid and no further analysis is required.

## Mitigation Measures

### **2007 FEIR Mitigation Measures**

#### **Mitigation Measure 6.9-1**

Prior to the recordation of the tentative map, the project applicant shall reach agreement with the City on an appropriate urban park standard and on which of the proposed project elements and acreage meet these 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, or provide “turnkey” improvements equal to the value of in-lieu fees owed, if any.

**Mitigation Measure 6.9-2**

During construction, the project applicant shall not impede continuous access to the existing bike trail at the western boundary of the Specific Plan Area along the Sacramento River or provide an alternate bicycle access route through or around the Specific Plan Area.

**Mitigation Measure 6.10-10:**

Prior to school site approval, the Sacramento Unified School District shall retain a competent professional to prepare a safety study that assesses cargo manifests, frequency, speed, and schedule of railroad traffic, grade, curves, type and condition of track need for sound or safety barriers, need for pedestrian and vehicle safeguards at railroad crossings, presence of high pressure gas lines near the tracks that could rupture in the event of a derailment, and an evacuation plan. In addition to the analysis, the study shall identify and the district shall incorporate measures to avoid potentially hazards to students related to proximity to the rail line on the campus.

***2016 Subsequent EIR Mitigation Measures*****Mitigation Measure 4.11-6 (RSPU)**

Prior to school site approval within 1,500 feet of the railroad tracks, the SCUSD shall retain a competent professional to prepare a safety study that assesses cargo manifests, frequency, speed, and schedule of railroad traffic, grade, curves, type and condition of track, need for sound or safety barriers, need for pedestrian and vehicle safeguards at railroad crossings, presence of high pressure gas lines near the tracks that could rupture in the event of a derailment, and preparation of an evacuation plan. Based on this information and the proposed location and design of the school, the study shall demonstrate that the school design and construction would not expose students to risks associated with train accidents. In the event these conditions cannot be satisfied, SCUSD shall proceed in a manner than complies with California Code of Regulations, Title 5, section 14010(d).

**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) 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.

***Additional 2020 Mitigation Measures***

Not Applicable.

## Conclusion

Changes introduced by the Sacramento Valley Station Area Plan and/or new circumstances relevant to the project would not, as compared to the 2007 RSP EIR and the 2016 RSPU SEIR, result in a new significant impact or significant impacts related to public services that are substantially more severe than significant impacts previously disclosed. In addition, there is no new information of substantial importance showing that the Sacramento Valley Station Area Plan would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the previous EIR or Subsequent EIR. Nor is there new information of substantial importance showing that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project.

## Transportation/Traffic

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
<b>17. Transportation/Traffic.</b> Would the project:					
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	RSP EIR page 6.12-58 to 6.12-135 and RSPU SEIR pages 4.12-29 to 4.12-228	No	No	No	Yes 2016 RSPU SEIR MM 4.12-7(a)
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	Not applicable / not analyzed in either EIR <sup>1</sup>	No	No	No	Yes 2016 RSPU SEIR MM 4.12-7(a)
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	Not applicable / not analyzed in either EIR <sup>2</sup>	No	No	No	No
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	RSP EIR page 6.12-58 to 6.12-135 and RSPU SEIR pages 4.12-29 to 4.12-228	No	No	No	No
e. Result in inadequate emergency access?	RSPU SEIR pages 4.12-182 to 4.12-228. Not analyzed in RSP EIR	No	No	No	No
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	RSP EIR page 6.12-58 to 6.12-135 and RSPU SEIR pages 4.12-29 to 4.12-228	No	No	No	No
<p>Note:</p> <p><sup>1</sup> The Sacramento region's Metropolitan Planning Organization, SACOG, does not have a congestion management program that includes level of service analysis requirements and congestion management.</p> <p><sup>2</sup> The project site is located a number of miles from the nearest airport; hence, air traffic impacts did not need to be evaluated.</p>					

## Discussion

A key component of the Area Plan under environmental review is the 18-bay Bus Mobility Center (BMC), which will support Capitol Corridor and San Joaquin connecting buses, regional commuter buses, and interim RT local buses. This transit center was contemplated as part of the RSPU, but its inclusion in the Area Plan represents a major step forward toward implementation. Part of the environmental review also includes the phased improvements that will provide access to the BMC (i.e. the continued use of the “H Street” transit way for west side access to the BMC until the later phase construction of 3<sup>rd</sup> Street extension into the Area Plan, and F Street at 5<sup>th</sup> Street),

### ***Relevant Changes to Project Related to Transportation/Traffic***

Under the 2007 RSP EIR, a maximum of 2,100 dwelling units, 2.4 million sf of office space, 160,000 sf of commercial space and up to 1,100 hotel rooms could occur within the Sacramento Valley Station Area Plan. It assumed a Transportation Use (TU) on Lots 38 and 39 and Office/Residential Mixed Use (ORMU) on Lot 40, allowing for a broad range of transportation-related and transit supportive services, retail, office, hotel, and residential uses.

Development of the project site was also assumed as part of the 2016 RSPU SEIR, with an assumed 1,534 households, 31 retail employees (approximately 10,000 sf of retail), and 564 non-retail employees (approximately 140,000 sf of office) incorporated into the background cumulative analysis. Hence, impacts from development of the SVS site were included in the analysis contained in 2016 RSPU SEIR.

Additionally, enhanced transit service has been planned at the site to take advantage of its strategic location (i.e., in downtown, at Capitol Corridor Sacramento Station). Therefore, since the proposed land uses are reasonably foreseeable development pursuant to the 2007 RSP and development of the project site for transit-supporting uses was included in the background assumptions of the 2016 RSPU SEIR, there are no aspects of the proposed Area Plan that have not previously been anticipated and analyzed. Therefore, with the exception of one specific item discussed in detail below, there are no changes in the proposed Area Plan as compared to the 2007 RSP EIR and the 2016 RSPU SEIR that would increase the potential for transportation impacts.

### ***Relevant Changes to Environmental Setting***

Various construction activities have occurred on and in the vicinity of the project site since the 2007 RSP EIR and 2016 RSPU SEIR were released. This includes the realigned UPRR tracks, new passenger train platform, tunnels under the UPRR tracks for pedestrians to access the train platforms and for service vehicles, and the renovation of the Historic Depot building. Roadway network changes have also occurred in the vicinity of the project site including:

- Extensions of 5<sup>th</sup> and 6<sup>th</sup> Streets north of the UPRR tracks to connect to Railyards Boulevard (along with Railyards Boulevard connecting to Jibboom Street, Bercut Drive,

and 7<sup>th</sup> Street). This has changed travel patterns in the area, and also introduced new on-street parking opportunities, which were in heavy use prior to the COVID-19 Pandemic.

- Extension of F Street west from 7<sup>th</sup> Street to cross under 5<sup>th</sup> and 6<sup>th</sup> Streets.
- Extension of G Street west from 7<sup>th</sup> Street to intersect 5<sup>th</sup> and 6<sup>th</sup> Streets at-grade, though at a height that is 17 feet above existing surrounding grade (i.e., as part of the 5<sup>th</sup> Street bridge profile).

Additionally, new, significant land developments have occurred since the 2007 RSP EIR and 2016 RSPU SEIR were published. This includes the opening of Golden 1 Center, Downtown Commons, and the Kaiser Permanente Medical Office Building, all of which are located along J Street between 5<sup>th</sup> and 7<sup>th</sup> Streets. This development has been consistent with both the Railyards planning concepts and urban planning goals of the City.

As described below, changes in the regulatory setting have also occurred, which changed the focus of transportation analysis in CEQA. This has led to a shift in how transportation and land use projects are analyzed under CEQA, and the analysis below reflects these regulatory changes.

### ***Relevant Changes to the Regulatory Setting***

#### **Senate Bill 743**

Senate Bill 743 (SB 743), passed in 2013, required the California Governor’s Office of Planning and Research (OPR) to develop new CEQA guidelines that address traffic metrics under CEQA. As stated in the legislation, upon adoption of the new guidelines, “automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any.” OPR recently updated its CEQA Guidelines to implement SB 743 to require that vehicle miles traveled (VMT) be the primary metric used to identify transportation impacts. The VMT standard for evaluating transportation impacts under CEQA became mandatory statewide on July 1, 2020.

VMT is defined as a measurement of miles traveled by vehicles within a specified region and for a specified time period. VMT is a measure of the use and efficiency of the transportation network. VMT is calculated based on individual vehicle trips generated and their associated trip lengths. VMT accounts for two-way (round trip) travel and is estimated for a typical weekday to measure transportation impacts. The City of Sacramento’s draft transportation impact guidelines is consistent with OPR’s recommendation of using VMT as a metric.

The enactment of SB 743 established CEQA exemptions for certain qualifying projects. Specifically, Public Resource Code section 21155.4 states the following:

“(a) Except as provided in subdivision (b), a residential, employment center, as defined in paragraph (1) of subdivision (a) of Section 21099, or mixed use development project,

including any subdivision, or any zoning change, that meets all of the following criteria is exempt from the requirements of this division:

- 1) The project is proposed within a transit priority area, as defined in subdivision (a) of Section 21099.
  - 2) The project is undertaken to implement and is consistent with a specific plan for which an environmental impact report has been certified.
  - 3) The project is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy for which the State Air Resources Board, pursuant to subparagraph (H) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emissions reduction targets.
- (b) Further environmental review shall be conducted only if any of the events specified in Section 21166 have occurred."

Public Resources Code (PRC) Section 21099 defines a transit priority area as follows:

- "Transit Priority Area" is an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.

As defined by PRC Section 21099, the project site is located within a transit priority area. Therefore, the proposed project is exempt from further environmental review, consistent with the requirements of PRC Section 21155.4.

PRC Section 21064.3 defines a major transit stop as follows:

- "Major transit stop" means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

In December 2018, OPR published *Technical Advisory on Evaluating Transportation Impacts in CEQA* ("Technical Advisory"), which provided guidance for implementing SB 743. On December 28, 2018, the Resources Agency adopted CEQA Guidelines Section 15064.3. Under this guideline, Vehicle Miles of Travel (VMT) is the primary metric used to identify transportation impacts. On July 1, 2020, the provisions of CEQA Guidelines Section 15064.3 became effective statewide.

The City of Sacramento is currently engaged in a process to update the transportation performance metrics and thresholds used to measure transportation system impacts of discretionary projects as part of its 2040 General Plan. For the purposes of this EIR, the transportation analysis evaluates transportation impacts using VMT.

The City evaluates new development based on VMT and applies a threshold of significance of 85% of regional average VMT. The regional average is 17.91. Therefore, the City's VMT threshold is 15.22.

For this project, the City relies on the absence of circumstances described in CEQA Guidelines Section 15162 to support its conclusion that the project would require only minor changes in the prior EIR, and an addendum is, therefore, the appropriate CEQA document for the proposed project.

In May 2020, Caltrans published the *Vehicle Miles Traveled-Focused Transportation Impact Study Guide (TISG)*, which replaced its *Guide for the Preparation of Traffic Impact Studies* (2002). The TISG generally endorses the policies, technical approaches, and recommendations from OPR's *Technical Advisory*. It also indicates that Caltrans intends to "transition away from requesting LOS or other vehicle operations analyses of land use projects", instead placing the focus on VMT and safety.

As a follow-up to the TISG, Caltrans published the *Interim Land Development and Intergovernmental Review (LDIGR) Safety Review Practitioners Guidance* in July 2020. This document provides interim guidance for conducting safety reviews of land use projects and plans that may affect the State Highway System. Although the LDIGR *Safety Review Practitioners Guidance* stops short of including specific thresholds of significance or providing recommendations for how safety evaluations should be included in CEQA documents, it does clearly indicate the State's expectation that, when appropriate, CEQA studies of land use projects should include safety investigations of the State Highway System. Furthermore, that document specifies that mitigation measures for identified safety impacts should avoid increasing roadway capacity, which may induce VMT or affect conditions for vulnerable users, such as bicyclists or pedestrians.

CEQA Guidelines Section 15007(c) states, "If a document meets the content requirements in effect when the document is set out for public review, the document shall not need to be revised to conform to any new content requirements in guideline amendments taking effect before the document is finally approved." For this project, no new additional freeway analysis is required because effects of developing the Plan Area were already addressed in the RSPU SEIR. However, the analysis below discusses VMT and potential effects on roadway systems.

## SACOG MTP/SCS

The Sacramento Area Council of Governments (SACOG) is an association of local governments in the six-county Sacramento region. SACOG provides transportation planning and funding for the region and serves as a forum for the study and resolution of regional issues. In addition to

preparing the region's long-range transportation plan, SACOG approves the distribution of affordable housing in the region and assists in planning for transit, bicycle networks, clean air and airport land uses. In November 2019, the SACOG Board adopted the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), which provides a 20-year transportation vision and corresponding list of planned and programmed projects. The project is consistent with the MTP/SCS programming policies of placing land uses in transportation efficient locations. Additionally, review of the SACOG travel model maps later in this section indicates that the 2040 cumulative version of the model assumes both residential and employment within the Area Plan.

The above changes to the regulatory setting have resulted in the following meaningful adjustments to how transportation impact analyses prepared for CEQA documents:

1. The evaluation of the transportation system is now focused on VMT and not intersection or freeway LOS/delay. This is a departure from the 2007 RSP EIR and 2016 RSPU SEIR, in which VMT calculations, if developed at all, were only prepared for informational purposes or for use in other chapters of the EIR.
2. Analysis of impacts related to the bicycle, pedestrian, and transit systems remain, though transit impact analysis focuses primarily on disruptions to transit service/facilities and (per OPR's *Technical Advisory*) not on ridership levels exceeding a certain capacity threshold.
3. Safety analyses may be warranted depending on outcomes from scoping discussions, comment letters, or other communications with Caltrans.

Additionally, the City of Sacramento is in the midst of updating its General Plan. However, since that update has not yet been adopted, the 2035 General Plan remains the City's current plan for purposes of this evaluation.

### ***Comparative Impacts Discussion***

#### **Transportation Network Enhancements**

The proposed project would construct on-site improvements that would support travel by a variety of modes including transit (Capitol Corridor/Amtrak, light rail, bus), and a future potential feeder line to high-speed rail), walking, and biking. Improvements would also be made to accommodate travel within the area by vehicle in order to support anticipated travel by private automobiles, TNCs such as Uber and Lyft, deliveries, and other vehicles.

OPRs *Technical Advisory* documents how transportation network improvements that encourage travel by non-auto modes are generally expected to reduce VMT, thereby resulting in less-than-significant transportation impacts. Thus, the proposed Transit Center, relocated light rail station, and bus mobility center would each result in less-than-significant transportation network impacts with regard to VMT generation. The 2007 RSP EIR and 2016 RSPU SEIR did not specifically

evaluate these transportation network improvements in this manner; hence, a comparative impact discussion on this topic is not possible.

### **Land Use Transportation (VMT) Impacts**

The project's land uses would be situated in one of the most transportation-efficient locations in the Sacramento region. Employees, residents, visitors, and shoppers to the area would be able to access the site by Capitol Corridor train service, light rail, multiple bus routes, and dedicated bicycle/pedestrian facilities.

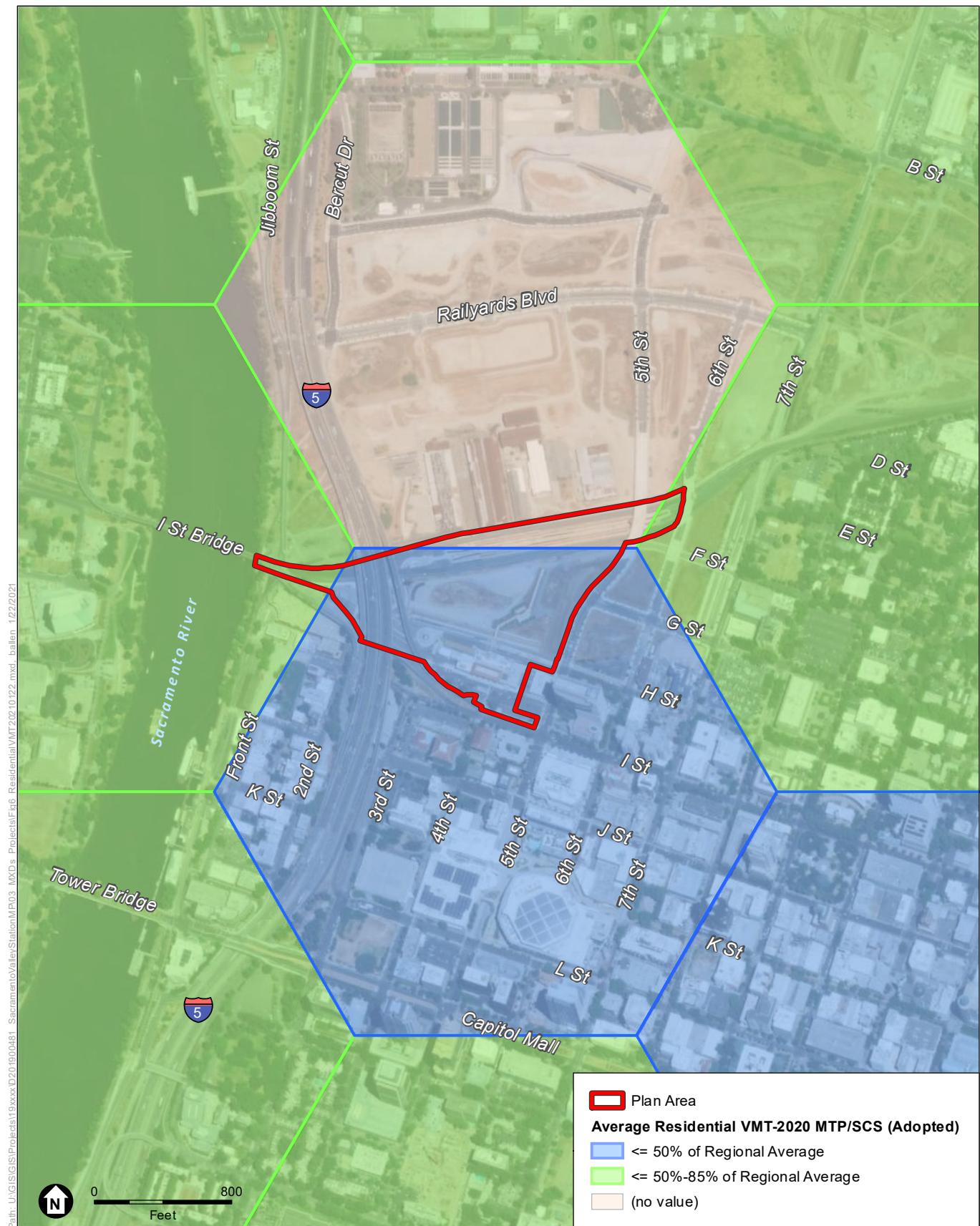
The proposed project's VMT was determined using the residential VMT SACOG maps, which utilizes SACOG's travel demand model, known as SACSIM. These maps use hexagonal shaped geographic areas (HEX) to establish a VMT per capita for a particular area by tallying all household VMTs generated by the residents living in the HEX and dividing by the total population in the HEX. Each HEX is assigned an associated ID number. The project site lies within four hexagons, although development of the Area Plan would only occur within one hexagon (see **Figure 6** and **Figure 7**<sup>11</sup>).

The project site is situated in a HEX whose VMT is less than 50 percent of the SACOG regional average for residents and between 50 and 85 percent of the SACOG regional average for employees. The OPR *Technical Advisory* recommends a 15 percent reduction in per capita VMT below regional average as the threshold of significance for VMT impacts. According to this threshold, which the City supports, the proposed Area Plan would be below the 15-percent threshold. The site also meets the intent of the City's Climate Action Plan, which calls for communitywide VMT reductions of 7 percent by 2020 and 16 percent by 2035.<sup>12</sup> Thus, impacts of the project land uses on VMT would be considered less-than-significant. The 2007 RSP EIR and 2016 RSPU SEIR did not specifically evaluate land use impacts in this area on VMT as such analyses were not being performed at that time; hence, a comparative impact discussion on this topic is not possible.

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<sup>11</sup> SACOG Maps accessed on October 27, 2020 at:  
<https://sacog.maps.arcgis.com/apps/Compare/index.html?appid=ec67f920461b461f8e32c6a5c3dd85cf>  
<https://sacog.maps.arcgis.com/apps/Compare/index.html?appid=002987332c194f12bd17ead632835c12>

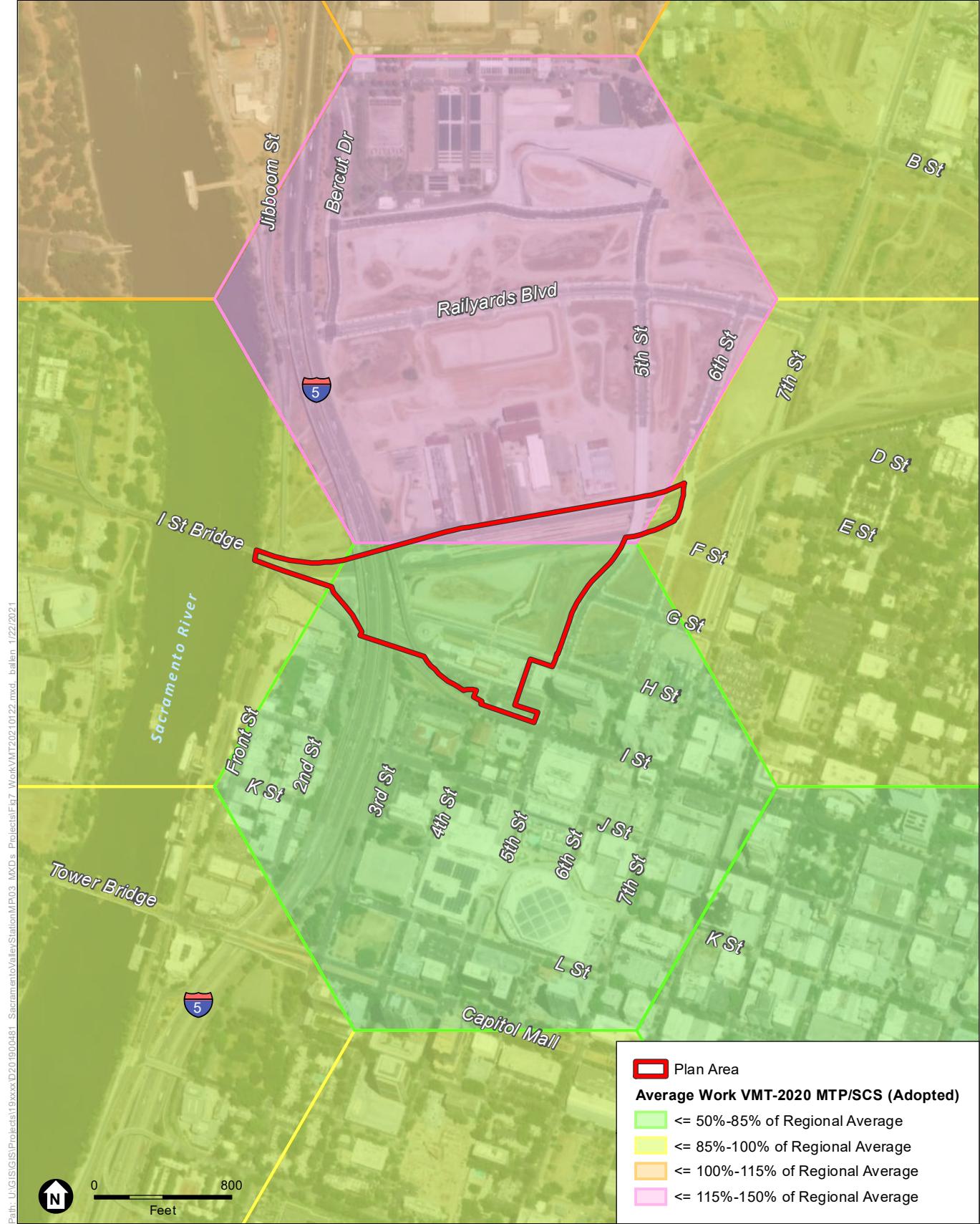
<sup>12</sup> Overview of City of Sacramento Climate Action Plan. Accessed on October 27, 2020 at:  
<https://www.cityofsacramento.org/Community-Development/Resources/Online-Library/Sustainability>



SOURCE: DigitalGlobe, 2018; Sacramento County, 2021; ESA, 2021

Sacramento Valley Station Area Plan

**Figure 6**  
Total Residential VMT



SOURCE: DigitalGlobe, 2018; Sacramento County, 2021; ESA, 2021

Sacramento Valley Station Area Plan

**Figure 7**  
Total Work VMT

## Bicycle/Pedestrian/Transit System Impacts

The project's transit and active transportation improvements would benefit both project residents, employees, and visitors, as well as other travelers who would use these facilities each day to access various downtown destinations. The project would construct a number of bicycle, pedestrian, and transit facilities within and along the boundary of the project site.

A preliminary evaluation of bicycle, pedestrian, and transit facilities and access was performed in *Sacramento Valley Station Site Access Concept of Operations Feasibility* (DKS, July 2020). That evaluation included operational considerations for a variety of site access improvements, some of which are included in the initial phase. The evaluation demonstrated the feasibility of introducing these modes of travel within the SVS, including recommendations and topics for further study.

With regard to the Bus Mobility Center, Chapter 4 (Transportation and Circulation) of the *Sacramento Valley Station Area Plan* (2020) discusses how access to this facility would initially be provided via H Street at 5<sup>th</sup> Street until such time that 3<sup>rd</sup> Street is extended into the site. Aside from the direct connection to the BMC, buses accessing the BMC would operate entirely along roadways that are already constructed. While buses would operate adjacent to the existing cycle track on F Street and travel through the 7<sup>th</sup> Street/F Street intersection, which also accommodates light rail, no conflicts in these modes were identified. Accordingly, impacts to bicycle, pedestrian, and transit facilities are considered less than significant.

## Hazards and Emergency Response Impacts

A primary issue related to the topic of hazards is the expected amount of passenger pick-ups and drop-offs that would occur within the project site. This topic is discussed on page 50 of Chapter 4 of the *Sacramento Valley Station Area Plan* (2020). As noted, the project would provide several different on-street pick-up and drop-off zones within the SVS. Since space is being provided for this activity, which could otherwise impede a number of travel modes, impacts associated with hazards are considered less than significant.

With respect to emergency access, page 58 of Chapter 4 of the *Sacramento Valley Station Area Plan* (2020) describes emergency vehicle access and Figure 4.7 shows the routes. As shown in this exhibit, the initial phase of the project would enable emergency vehicles to access the SVS from F Street west of 7<sup>th</sup> Street, and from 5<sup>th</sup> Street at H Street and the Historic Depot Street. Since several routes are available for emergency vehicles to access the site (and plans call for emergency vehicle to be able to traverse the transit plaza), impacts associated with emergency vehicles are considered less than significant.

## Construction Impacts

Mitigation Measure 4.12-7(a) from the 2016 RSPU SEIR would be applicable to the proposed project. This mitigation measure requires the preparation of construction traffic management plans to reduce disruptions to all modes of travel associated with project construction. With this mitigation, impacts associated with construction impacts would be reduced to a less-than-significant level.

## Mitigation Measures

### ***2007 DEIR Mitigation Measures***

The following describes each significant transportation impact along with recommended mitigation measures, as reported in the 2007 RSP EIR. This is followed by a discussion of whether that impact was also found to be significant in the 2016 RSPU SEIR. The next section then describes any 2016 RSPU SEIR mitigations recommended for those significant impacts.

#### Impact 6.12-1 (Degraded City Intersections Under Baseline Conditions)

Page 4.12-202 and 4.12-203 in the 2016 RSPU SEIR summarizes the transportation-related mitigation measures from the 2007 RSP EIR (which are listed in pages 6.12-65 through 6.12-135 of the 2007 RSP EIR). None of the mitigation measures for intersection impacts identified in the 2007 RSP EIR were found to be directly applicable to the RSPU. This occurred as a result of a variety of factors ranging from changes in LOS policies, different physical improvements now built/planned in the RSP Area, and other factors.

#### Impact 6.12-2 (Degraded City Roadway Segments Under Baseline Conditions)

The 2007 RSP EIR (at page 6.12-71) identified one impacted roadway segment, but did not recommend any feasible mitigation measures. The 2016 RSPU SEIR did not include roadway segment analysis of policies of the City of Sacramento were modified by that time such that this type of analysis is no longer required.

#### Impact 6.12-3 (Degraded Freeways Under Baseline Conditions)

Impact 6.12-3 of the 2007 RSP EIR found that the initial phase of the 2007 RSP could result in significant impacts to various freeway facilities maintained. The full discussion of this topic is located on pages 6.12-72 through 6.12-74 of the 2007 RSP EIR. Impact 6.12-4 of the 2007 RSP EIR identified additional significant impacts of the initial phase of the 2007 RSP on freeway facilities. However, the analysis of freeway facilities has evolved since that time such that the methodology utilized in Impact 6.12-4 is no longer applicable. Similar to the 2007 RSP EIR, the proposed RSPU would cause some freeway facilities maintained by Caltrans to have degraded operating conditions.

Mitigation Measure 6.12-3 of the 2007 RSP EIR identified significant impacts on portions of I-5 at Richards Boulevard and J Street (see pages 6.12-72 through 6.12-74 of the 2007 RSP EIR). However, no feasible mitigation was available at that time. Mitigation Measure 4.12-1 of the 2016 RSPU SEIR includes mitigation for freeway impacts.

#### Impact 6.12-4 (Degraded Freeway Ramp Intersections Under Baseline Conditions)

Page 4.12-202 and 4.12-203 in the 2016 RSPU SEIR summarizes the transportation-related mitigation measures from the 2007 RSP EIR (which are listed in pages 6.12-65 through 6.12-135 of the 2007 RSP EIR). None of the mitigation measures for intersection impacts (including those

at freeway ramp intersections) identified in the 2007 RSP EIR were found to be directly applicable to the RSPU. This occurred as a result of a variety of factors ranging from changes in LOS policies, different physical improvements now built/planned in the RSP Area, and other factors.

#### Impact 6.12-5 (Degraded Freeway Off-Ramp Queuing Under Baseline Conditions)

The 2007 RSP EIR identified a significant impact caused by the first phase of its development, resulting from vehicle queue spillbacks at the northbound I-5 off-ramp at J Street that extend onto the mainline. Similar to the 2007 RSP EIR, the proposed RSPU would cause vehicular queues at off-ramps along I-5 to queue back onto the freeway mainline. Mitigation Measure 4.12-1 of the 2016 RSPU SEIR includes mitigation for freeway impacts.

#### Impact 6.12-6 (Impacts to Transit Under Baseline Conditions)

The 2007 RSP EIR identified a significant impact caused by the first phase of its development, resulting from a demand for public transit that exceeds the available supply. That document did not evaluate the project's effects on public transit operations or adequacy of providing access to transit, which is defined as a person's ability to reach the bus stop or light rail platform with little difficulty, and to then have adequate space at the stop or platform while waiting for the next arriving bus or train. Mitigation Measure 6.12-6 of the 2007 RSP EIR called for the 2007 RSP to pay a fair share toward transit construction and operating expenses, and dedicate right-of-way within the RSP Area to enable RT to ultimately construct the light rail extension to Sacramento International Airport. Due to changes in how transit impacts are judged (i.e., exceeding the comfortable carrying capacity of a transit vehicle should no longer be considered a significant impact according to the *Technical Advisory*) and given Regional Transit's acknowledgement at the time that they would work with the various RSPU components to ensure that transit service is provided when needed), impacts on transit ridership are not considered significant effects. However, effects on transit operations and access to transit (i.e., platform size, ability to walk to station) are considered effects that could be potentially be significant and were accordingly analyzed in the 2016 RSPU SEIR. That evaluation concluded that adequate access to transit was provided and therefore mitigations for transit impacts were not required.

#### Impact 6.12-7 (Impacts to Bicycle Facilities Under Baseline Conditions)

This impact found that the initial phase of the 2007 RSP could result in a significant impact on bicycle facilities because it was not consistent with the City's Bicycle Master Plan and design standards. Mitigation Measure 6.12-7 of the 2007 RSP EIR called for the 2007 RSP to ensure that bicycle facilities connect to the existing/planned City network and that the on-site bicycle facilities meet the intent of the City's Bicycle Master Plan and design standards. The 2016 RSPU SEIR concluded the RSPU would provide a convenient and connected system of bike facilities. Accordingly, the RSPU would not adversely affect existing bicycle facilities or fail to provide for access by bicycle. The 2016 RSPU SEIR concluded that mitigations for bicycle facility impacts were not required.

### Impact 6.12-8 (Impacts to Pedestrian Facilities Under Baseline Conditions)

This impact found that the initial phase of the 2007 RSP could result in unsafe conditions for pedestrians due to the lack of detail with regard to provision of pedestrian facilities. Mitigation Measure 6.12-8 of the 2007 RSP EIR called for the 2007 RSP to construct sidewalks on all frontage improvements. The RSPU would provide sidewalks on both sides of nearly all public streets. Accordingly, the RSPU would not adversely affect existing bicycle facilities or fail to provide for access by bicycle. The 2016 RSPU SEIR concluded that mitigations for pedestrian facility impacts were not required.

### Impact 6.12-9 (Inadequate Parking Capacity)

This impact found that the initial phase of the 2007 RSP would have inadequate parking supply to accommodate the projected demand. Mitigation Measure 6.12-9 of the 2007 RSP EIR called for a parking management plan. The RSPU did not evaluate parking supply because the direct effects of providing parking are not considered an area of potential effect under CEQA.

### Impacts under Baseline/Near-Term and Cumulative Conditions

Impacts 6.12-10 through 6.12-15 of the 2007 RSP evaluate the same topics as Impacts 6.12-1 through Impact 6.12-6, respectively, but under near-term versus baseline conditions. The 2016 RSPU SEIR did not evaluate a near-term condition because CEQA does not require such a scenario to be analyzed. Accordingly, no further comparisons of this condition are made.

Impacts 6.12-16 through 6.12-21 of the 2007 RSP evaluate the same topics as Impacts 6.12-1 through Impact 6.12-6, respectively, but under long-term versus baseline conditions with the initial phase of the project. The 2016 RSPU SEIR did not evaluate a long-term plus initial phase of the project scenario because CEQA does not require such a scenario to be analyzed. Accordingly, no further comparisons of this condition are made.

Impacts 6.12-12 through 6.12-30 of the 2007 RSP evaluate the same topics as Impacts 6.12-1 through Impact 6.12-9, respectively, but under long-term full project conditions versus baseline initial phase conditions. The 2016 RSPU SEIR evaluated a similar cumulative scenario and found various significant transportation impacts. Mitigation for those impacts required implementation of the same mitigation strategies as were identified under baseline conditions.

### **2016 RSPU SEIR Mitigation Measures**

Generally speaking, the 2016 RSPU SEIR contained fewer mitigation measures for transportation-related significant impacts when compared to the 2007 RSP EIR. This occurred for several reasons. First, the RSPU was developed with more ‘built-in’ mitigations, such as adequate bicycle/pedestrian facilities. Second, strategies for mitigating impacts to I-5 changed, such that a fair share payment in the 2016 RSPU SEIR was considered appropriate versus a lengthy list of fair share contributions as described in the 2007 RSP EIR. Third, CEQA

requirements changed between 2007 and 2016 such that certain topics such as transit ridership and parking supply were no longer considered areas of potential effect.

The 2016 RSPU SEIR identified the following mitigation measures, some of which are similar to or build upon the measures in the 2007 EIR. The addition of a new MLS Stadium to the RSPU necessitated development of an Event Transportation Management Plan (TMP) and mitigation measures described below. Many components of this new Mitigation Measure 4.12-1(a) relate specifically to MLS Stadium operations and therefore would not be applicable to the proposed Area Plan. They were therefore removed from the list below.

#### **Mitigation Measure 4.12-1(a)(ii-iii) (RSPU)**

- ii. Each project developed pursuant to the RSPU shall pay the applicable fee for the I-5 Subregional Corridor Mitigation Program (SCMP) prior to issuance of building permits.*
- iii. Convert existing Dos Rios Street leg at 12<sup>th</sup> Street/North B Street intersection to a right-turn only intersection that does not operate as part of the traffic signal.*

Payments into the I-5 SCMP would represent fair share contributions to improve I-5 including partial funding for reconstruction of the I-5/Richards Boulevard interchange. Reconstruction of this interchange would reduce congestion at the interchange as well as adjacent intersections such as Richards Boulevard/Bercut Drive. This fee also helps fund other improvements such as I-5 HOV lanes and the extension of the LRT Green Line to Natomas.

#### **Mitigation Measure 4.12-7 (RSPU, KPMC, MLS)**

Before issuance of grading permits for any phase of the project site, the project applicants shall prepare a detailed Construction Traffic Management Plan that will be subject to review and approval by the City Department of Public Works, in consultation with Caltrans, affected transit providers, and local emergency service providers including the City of Sacramento Fire and Police departments. The plan shall ensure that acceptable operating conditions on local roadways and freeway facilities are maintained. At a minimum, the plan shall include:

- *The number of truck trips, time, and day of street closures*
- *Time of day of arrival and departure of trucks*
- *Limitations on the size and type of trucks, provision of a staging area with a limitation on the number of trucks that can be waiting*
- *Provision of a truck circulation pattern*
- *Identification of detour routes and signing plan for street closures*

- *Provision of driveway access plan so that safe vehicular, pedestrian, and bicycle movements are maintained (e.g., steel plates, minimum distances of open trenches, and private vehicle pick up and drop off areas)*
- *Maintain safe and efficient access routes for emergency vehicles and transit*
- *Manual traffic control when necessary*
- *Proper advance warning and posted signage concerning street closures*
- *Provisions for pedestrian and bicycle safety*

### ***Additional 2020 Mitigation Measures***

None required.

## **Conclusion**

The Sacramento Valley Station Area Plan will be constructed within the footprint previously analyzed in the 2007 RSP EIR and 2016 RSPU SEIR. Development of the SVS site was included as part of the cumulative analysis contained in 2016 RSPU SEIR. The Sacramento Valley Station project would not cause any new significant impacts related to transportation. Based on current methodologies for measuring transportation impacts, the project land uses would cause less than significant impacts based on their location in a VMT-efficient location (based on SACOG mapping). There is no new information of substantial importance showing that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project.

For these reasons, project impacts related to transportation would not require the preparation of a subsequent EIR and the conclusions of the 2016 RSPU SEIR remain valid.

## Utilities and Service Systems

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
<b>18. Utilities and Service Systems.</b> Would the project:					
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	RSP DEIR page 6.11-10 to 6.11-12  RSPU SEIR page 4.13-12	No	No	No	Yes
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	RSP DEIR page 6.11-10 to 6.11-12  RSPU SEIR page 4.13-12	No	No	No	Yes
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	RSP DEIR page 6.11-10 to 6.11-12  RSPU SEIR page 4.13-15	No	No	No	Yes 2007 RSP EIR MM 6.11-1, 6.11-2, & 6.11-8
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	RSPU SEIR page 4.13-37 to 4-13-38	No	No	No	Yes 2016 RSPU SEIR MM 4.13-7
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	RSP DEIR page 6.11-10 to 6.11-12  RSPU SEIR page 4.13-12	No	No	No	No
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	RSP DEIR page 6.10-26 to 6.10-29  RSPU SEIR page 4.13-57 to 4.13-60	No	No	No	Yes
g. Comply with federal, state, and local statutes and regulations related to solid waste?	RSP DEIR page 6.10-26 to 6.10-29  RSPU SEIR page 4.13-57 to 4.13-60	No	No	No	Yes
h. Use substantial amounts of fuel or energy, or result in a substantial increase in demand upon existing sources of energy or require the development of new sources of energy?	RSP DEIR page 6.14-12 to 6.14-14	No	No	No	Yes

i. Result in the need for new, or substantial alteration to, electricity, natural gas, or communications systems?	RSP DEIR page 6.14-14 to 6.14-15	No	No	No	Yes
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## Discussion

### ***Relevant Changes Project Related to Utilities and Service Systems***

Subsequent planning in concert with the City has resulted in the abandonment of the cistern concept, which would capture first flush flows and then discharge to the City's combined sewer system (CSS) during off-peak periods, as well as the plan for a new pump station and outfall structure in the northwest corner of the RSP Area. Since completion of the 2016 RSPU SEIR, Caltrans requirements have prohibited construction of the proposed pump station on the originally-intended site, moving the proposed pump structure to an adjacent lot, within the Railyards. This feature is still in the planning stage. In the interim, several retention basins have been constructed in the Railyards to capture runoff from roads that have been constructed, including Railyards Boulevard, 5<sup>th</sup> Street, and 6<sup>th</sup> Street.

### ***Relevant Changes to Environmental Setting***

The project site, which is a subset of the RSP area analyzed in the 2007 EIR, has remained largely undeveloped since the certification of the 2007 RSP EIR and 2016 RSPU SEIR. There have been no substantial changes to the RSP area or the project site that would result in the proposed project having new significant impacts to utilities and service systems that were not considered in the prior environmental documents or that substantially increase the severity of a previously identified impacts.

### ***Comparative Impacts Discussion***

The 2007 RSP EIR and 2016 RSPU SEIR identified and analyzed potential impacts to utilities and service systems within the footprint covered by the RSP. The proposed project covers a portion of the RSP footprint. Potential impacts from the proposed project, including water supply and wastewater infrastructure, were already analyzed in the 2007 RSP EIR and subsequent 2016 RSPU SEIR. The project proposes have the same plans for water supply and energy, as were analyzed in the 2016 RSPU SEIR. No changes to the plans for water supply and energy are proposed.

The proposed project would construct and utilize the onsite stormwater drainage system as analyzed in the 2016 RSPU SEIR. For the handling of stormwater flows, the project proposes to abandon a previously conceived cistern concept, which would capture first flush flows and then discharge to the City's CSS during off-peak periods. The City's existing CSS does not currently possess adequate capacity to convey wastewater flows from the full RSP Area without the addition of the cistern. However, the project proposes to convey stormwater flows through the proposed stormwater outfall system, analyzed in the 2016 RSPU SEIR, to accommodate stormwater drainage from the RSP Area, thus, resulting in lower flows of only sewage into the CSS. However, project drainage infrastructure would be modified to utilize the relocated proposed pump station, which was required to be moved from the parcel beneath I-5 to a parcel

further east from the Sacramento River. Scale and capacity of the proposed pump station would be substantially similar to that originally proposed and analyzed. No new significant impacts have been identified at the new location, as the location remains disturbed, such as it was when previously analyzed in the 2007 Railyards Specific Plan EIR and subsequent documents.

As such, with the use of the stormwater outfall, no new significant impacts related to wastewater flows would be anticipated to occur as a result of the proposed project.

Therefore, the proposed project would not result in new or more significant effects to utilities and service systems than were discussed in the 2007 RSP EIR and 2016 RSPU SEIR. No new information or changes under the proposed project are known which would affect this conclusion. Therefore, the conclusions of the EIR and SEIRs remain valid and no further analysis is required.

## Mitigation Measures

### **2007 DEIR Mitigation Measures**

#### **Mitigation Measure 6.11-1:**

Prior to completion of the cistern, the City shall limit development of the proposed project so that combined wastewater and stormwater flows do not exceed the project's peak flow sewage generation rate of 9.43 mgd.

#### **Mitigation Measure 6.11-2:**

The City shall limit development of the proposed project so that combined wastewater and stormwater flows do not exceed a flow rate of five cubic feet per second, until (1) the cistern and outfall for stormwater flows are constructed, and/or (2) planned CSS improvements for wastewater flows are implemented.

#### **Mitigation Measure 6.11-8:**

Implement one of the following measures to mitigate potential future maximum daily demand deficit:

- a) *Implement maximum Day Demand Conservation in the proposed project*
- b) *Implement Diversion and WTP as a cost-sharing partner in Sacramento River Water Reliability Study*
- c) *Implement a City of Sacramento Only Sacramento River Diversion and WTP.*
- d) *Increase Groundwater Pumping.*

### **2007 FEIR Mitigation Measures**

Not applicable

## **2016 Subsequent EIR Mitigation Measures**

### **Mitigation Measure 4.13-7:**

Implement one of the following measures to ensure sufficient water supply capacity:

- a) *Maximize Water Conservation*
- b) *Implement New Water Diversion and/or Treatment Infrastructure*
- c) *Implement additional groundwater pumping*

## **Additional 2020 Mitigation Measures**

Not applicable

## **Conclusion**

Changes introduced by the Sacramento Valley Station Area Plan and/or new circumstances relevant to the project would not, as compared to the 2007 RSP EIR and the 2016 RSPU SEIR, result in a new significant impact or significant impacts related to utilities and service systems that are substantially more severe than significant impacts previously disclosed. In addition, there is no new information of substantial importance showing that the Sacramento Valley Station Area Plan would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the previous EIR or Subsequent EIR. Nor is there new information of substantial importance showing that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project.