City of SACRAMENTO

ADDENDUM TO A CERTIFIED FINAL ENVIRONMENTAL IMPACT REPORT

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

Project Name and Number: **Sacramento Entertainment and Sports Center & Related Development Project (P13-065)**

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 environmental beyond that which was evaluated in the referenced certified Final 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 Final EIR has been prepared pursuant to Title 14, Sections 15162-15164 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 at the City of Sacramento, Community Development Department, Planning Division, 300 Richards Boulevard, Third Floor, Sacramento, California 95811 and on the City's web site for environmental documents at http://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports.aspx.

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

By: _____

Date: 6/12/17

Sacramento Entertainment and Sports Center & Related Development Project (P13-065)
Addendum to a Certified Final Environmental Impact Report (SCH No. 2013042031)

File Number/Project Name: Sacramento Entertainment and Sports Center & Related Development Project (P13-065)

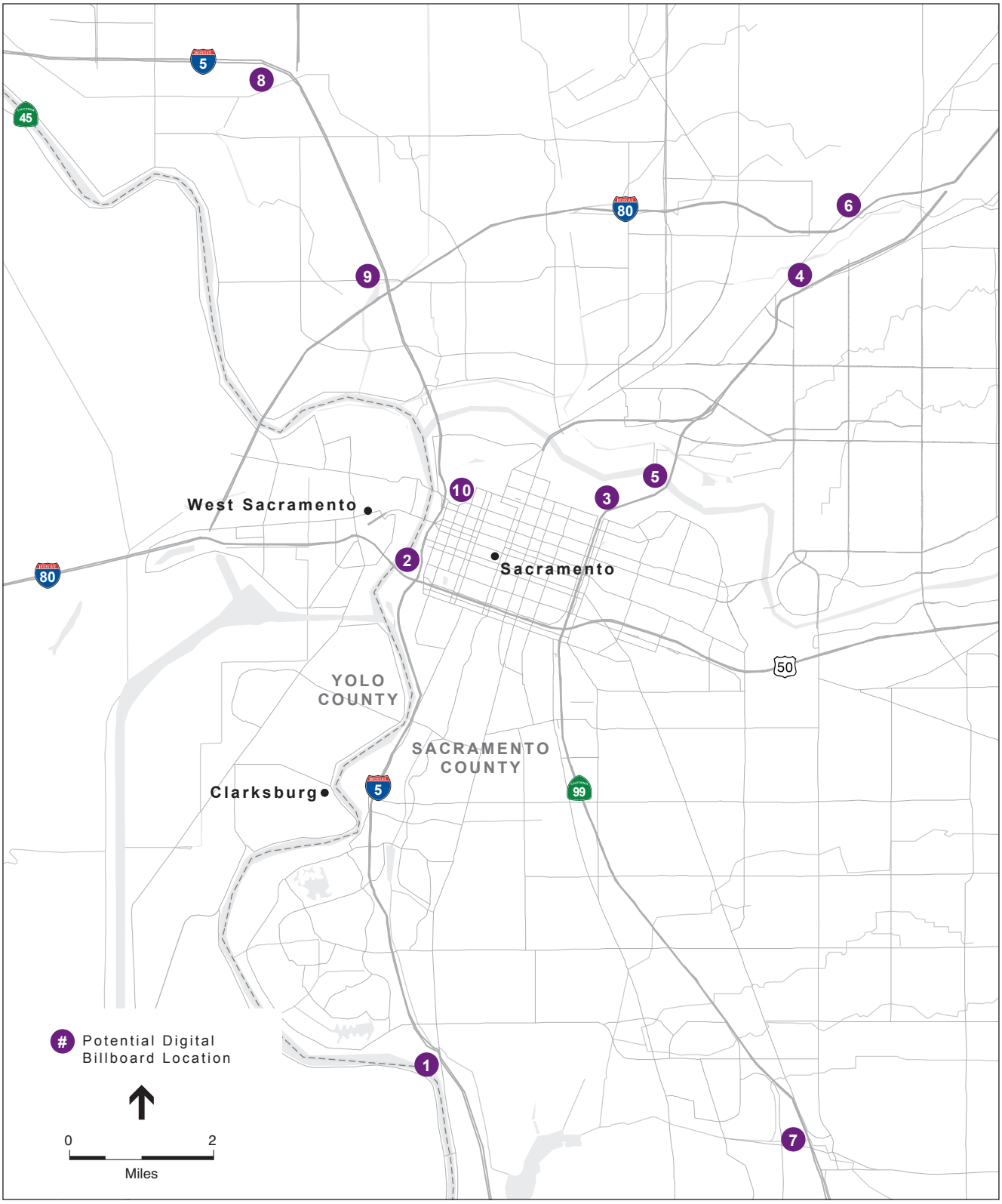
Project Location: The Sacramento Entertainment and Sports Center & Related Development EIR (ESC EIR) analyzed project elements that included development of the Golden 1 Center and associated development at Downtown Commons within downtown Sacramento, and construction of digital billboards at ten potential sites located on City-owned properties along freeways around the City of Sacramento. **Figure 1** identifies the location of the ten offsite digital billboard sites analyzed in the ESC EIR. The focus of this addendum is limited to three of the ten previously analyzed offsite digital billboard sites, descriptions of which are provided below.

I-5 at Water Tank. The Interstate 5 (I-5) at Water Tank digital billboard site is located along I-5, near its intersection with Freeport Boulevard (APN 031-0200-046) in the southern portion of the city (see Figure 1, Site 1; and **Figure 2**). The proposed digital billboard footprint is within a larger site, enclosed by a chain-link fence intended to secure the water tank and surrounding area from trespassing.

The site is surrounded by single family residential uses to the north; a City water tank, agriculture, and single family residential uses to the west; agricultural uses to the south; and the elevated I-5 freeway and vacant parcels and residential uses further to the east. Mature trees are immediately north of the proposed digital billboard location, within the backyard of the adjacent property.

The proposed digital billboard footprint would be within the chain link fence on a site that has been heavily disturbed. The site is covered with a combination of vegetation and scattered gravel. An active water valve and two capped water well pipes are within the footprint.

I-5 at Bayou Road. The I-5 at Bayou Road site is located in North Natomas, north of the Westlake neighborhood near the I-5 southbound to State Route (SR) 99 northbound ramp (APN 225-1480-053) (see Figure 1, Site 8; and **Figure 3**). The billboard location is approximately 50-60 feet east of an existing City of Sacramento utilities box on the parcel, approximately 30 feet south of Bayou Road, approximately 200 feet west of the existing North Natomas Self Storage facility. The parcel is highly disturbed and is covered with ruderal annual grasslands. A one-sided digital billboard was constructed at this location in 2016 consistent with the description provided in the ESC EIR.



SOURCE: DeLorme Street Atlas USA, 2000; David Nybo, 2013; ESA, 2013

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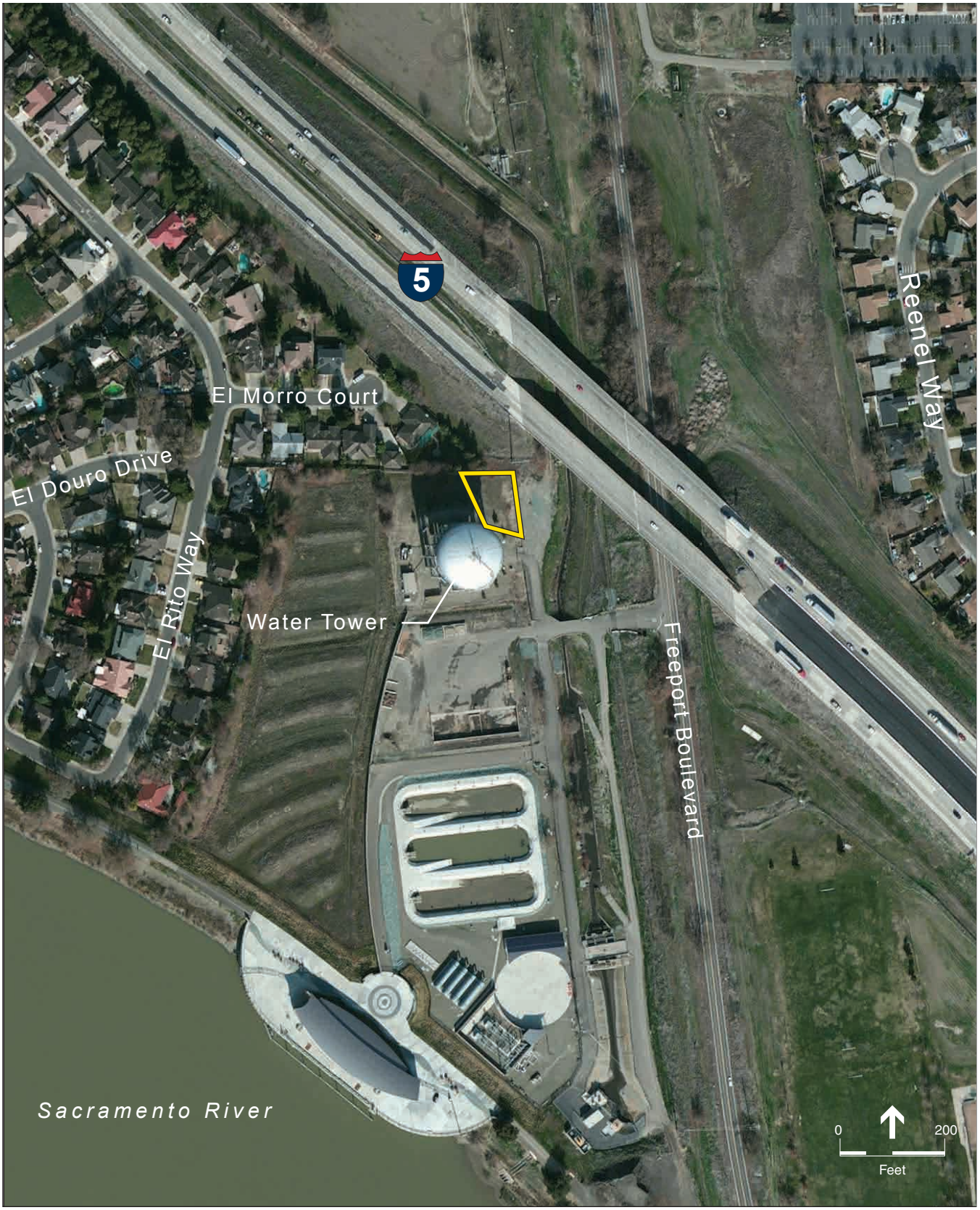
Figure 1

Potential Offsite Digital Billboards Location Map



SOURCE: Microsoft, 2012; David Nybo, 2013; ESA, 2013 as cited in the ESC EIR

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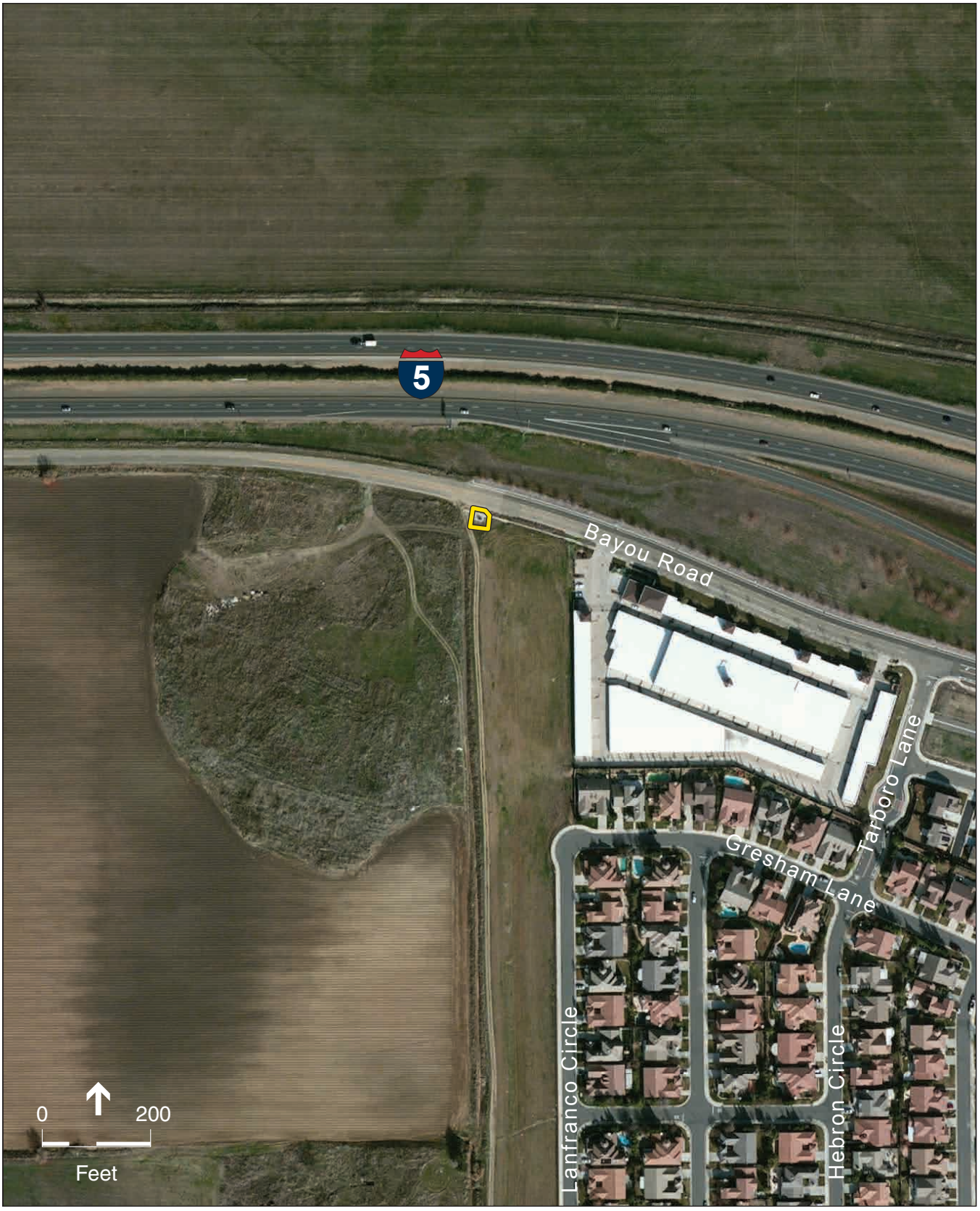
Figure 2
I-5 at Water Tank Site



SOURCE: Microsoft, 2012; David Nybo, 2013; ESA, 2013 as cited in the ESC EIR

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Figure 3
I-5 and Bayou Road Site

The proposed I-5 at Bayou Road digital billboard site is surrounded by Bayou Road and I-5 to the north; the North Natomas Self Storage facility to the east; open space and residential uses to the south; and open space and agricultural land to the west.

I-5 at Sacramento Railyards.

Site Evaluated in the Certified ESC EIR. The previously identified I-5 at Sacramento Railyards site[1] is located in the downtown Sacramento Railyards along the I Street on-ramp to northbound I-5 (APN 002-0010-027) (see Figure 1, Site 10; and **Figure 4**). The Railyards digital billboard site is roughly bounded by I Street to the south, I-5 to the west, the relocated heavy rail tracks to the north, and the existing rail depot bus turnaround on the east.

The approved Railyards digital billboard site is paved and serves as a surface parking lot for the Sacramento Valley Station. The northern portion of the site identified in the May 2014 ESC EIR is used for stormwater runoff management.

Proposed Revised I-5 at Sacramento Railyards Location. The revised I-5 at Sacramento Railyards site would be located approximately 350 feet northeast of the site evaluated in the May 2014 ESC EIR. The proposed revised site remains in the Sacramento Railyards, immediately east of the I Street on-ramp to northbound I-5 (see Figure 4). The revised Railyards digital billboard site is roughly bound by the Union Pacific Railroad (UPRR) tracks to the north, a recessed vehicle access tunnel to the west, and construction staging yard to the south and east. The revised site is located in an unpaved area between the UPRR tracks and Sacramento Valley Station, currently being used as a staging area for construction.

Existing Plan Designations and Zoning: **Site 1, I-5 at Water Tank**, is designated as Public/Quasi-Public and zoned as A-Agricultural. **Site 8, I-5 at Bayou Road**, is designated as Parks and Recreation and zoned as A-OS Agriculture and Open Space. Both the existing Site 10, I-5 at Sacramento Railyards, and revised Site 10, I-5 at Sacramento Railyards, are designated as Public/Quasi-Public and zoned as M2-SPD (Special Planning District – M2).[2]

1 The I-5 at Sacramento Railyards Digital Billboards Site is also referred to as the "401 I Street Digital Billboard Site" in City documents.

2 Subsequent approval of the Railyards Specific Plan Update, KP Medical Center, MLS Stadium, & Stormwater Outfall Project EIR (P15-040; SCH# 2006032058), after approval of the ESC EIR, altered the zoning designation of the original I-5 at Sacramento Railyards digital billboard location from TC Transportation Corridor to M2-SPD.

SOURCE: Microsoft, 2012; David Nybo, 2013; ESA, 2013 as cited in the ESC EIR

Figure 4
Approved and Revised I-5 at Sacramento Railyards Sites

Project Background

The Sacramento Entertainment and Sports Center (ESC) & Related Development project involves the development of the ESC and mixed-use development at the Downtown project site, and six offsite digital billboards at locations around the city. The project includes the following key elements:

- Development of a 17,500-seat regional sports and entertainment center that would serve as the home of the NBA Sacramento Kings and as a venue for numerous sporting, musical, family, and civic events. The ESC would be approximately 697,000 square feet (sf) of space including the main performance and seating bowl, food service and retail space, and concourse areas. An integrated practice facility of approximately 82,000 sf would include practice courts and team facilities as well as administrative offices and a small amount of retail/restaurant space. The main ESC structure would be approximately 150-feet in height, with rounded corners and multi-faceted facades clad in panels that would be made of a variety of materials, including glass with tinting, metal and/or perforated metal, and precast concrete with stone aggregate;

- Development of up to 1.5 million square feet of retail, restaurant, office, hotel, and residential space;

- The reconstruction and/or reconfiguration of below- and above-grade off-street parking on the project site, with the result that the current on-site parking supply of 3,700 spaces would be reduced to no more than 3,418 spaces; and

- The development of six offsite digital billboards at locations around the City of Sacramento on City-owned property, selected from seven (7) preferred sites of ten (10) potential sites that were evaluated in the May 2014 ESC EIR. The preferred sites and anticipated configurations include the following:
  - I-5 at Water Tank (dual face);
  - US 50 at Pioneer Reservoir (dual face);
  - Business 80 at Sutter's Landing Regional Park (dual face);
  - Business 80 at Del Paso Regional Park/Haggin Oaks (dual face);
  - SR 99 at Calvine Road (dual face);
  - I-5 at Bayou Road (one face); and
  - I-5 at Sacramento Railyards (dual face).

These seven potential digital billboard sites were forwarded to the City Council for consideration, with the expectation that, consistent with the provisions identified in the March 2013 Preliminary Term Sheet, if the proposed project was approved, only six potential locations would be chosen by the City Council to proceed with development of a digital billboard.

The ESC and adjacent downtown development and six digital billboard sites were approved by the Sacramento City Council, and the ESC EIR was certified on May 20, 2014. Of the seven preferred sites identified, the dual-face digital billboard site at I-5 at Water Tank was not approved by the City Council in light of potential fugitive light impacts to the adjacent residential area north of the project site.

Since approval of the May 2014 ESC EIR and associated project entitlements, construction of four of the six approved offsite digital billboards has been completed. Digital billboard sites that have not been constructed include the Business 80 at Sutter's Landing Regional Park site and the I-5 at Sacramento Railyards site.

In the time since approval of the ESC project and EIR certification, the California Department of Transportation (Caltrans) denied the applicant's permit application for the I-5 at Sacramento Railyards digital billboard site because it did not comply with required clearance from Caltrans facilities and improvements. Following the Caltrans permit denial, the City collaborated with the project applicant to identify a nearby site for construction of the digital billboard. The revised digital billboard site would be located on the same side of I-5, immediately south of the UPRR tracks, within the Sacramento Railyards.

The project applicant has requested that the City consider changes to three digital billboard sites, including (1) reconsideration of the I-5 at Water Tank Site as a single-face billboard site, (2) conversion of the I-5 at Bayou Road site to a dual-face billboard site, and (3) relocation of the I-5 at Sacramento Railyards site approximately 350 feet to the north.

The City has determined that the preparation of an addendum to the May 2014 ESC EIR would be the most appropriate means for evaluating the impacts of the proposed minor technical changes to the digital billboard portion of the May 2014 ESC EIR project description. The proposed changes to the project are described below.

Revised ESC EIR Project Description

Proposed changes to the May 2014 ESC EIR Project Description are limited to offsite digital billboard Site 1, Site 8 and Site 10. No changes are proposed for the ESC or related development in downtown Sacramento or other offsite digital billboard sites. The following describes proposed changes for each digital billboard site.

I-5 at Water Tank (Site 1)

The I-5 at the Water Tank digital billboard site was proposed as a dual-faced digital billboard in the May 2014 ESC EIR. The site was not approved because of concerns that the north-facing side of the proposed dual-faced sign, intended to be viewable to southbound I-5 traffic, would result in ambient light impacts on the adjacent residences directly north of the I-5 at Water Tank site.

As now proposed, the revised I-5 at Water Tank digital billboard would be a single-faced billboard that faces toward the south, viewable to northbound traffic on I-5. The digital billboard face that would have been visible from the north (southbound I-5 traffic) would be eliminated from this billboard location. Other than the elimination of the north face of the digital billboard, the I-5 at Water Tank digital billboard would not be changed from the site or description proposed in the May 2014 ESC EIR. The billboard structure would stand at a total height of approximately 70 feet above ground. The face of the digital billboard would have an approximate width of 48 feet and an approximate height of 14 feet. **Figure 5** is a depiction of the digital billboard as it is expected to appear once constructed. The digital billboard would be mounted on a column that would measure 4 feet in diameter at its widest point. The base of the column would be encased in concrete and would extend approximately 75 feet below ground level. Necessary foundation reinforcement for the column would be informed by the results of the geotechnical report for the digital billboard site.

Construction processes and duration for the digital billboard site at I-5 at Water Tank would be consistent with those discussed in the May 2014 ESC EIR.

I-5 at Bayou Road (Site 8)

The digital billboard site at I-5 and Bayou Road was evaluated and constructed as a single-faced digital billboard, viewable to southbound traffic on I-5. The already-constructed billboard structure extends 60 feet above the ground and the billboard face has a width of 48 feet and a height of 14 feet (see **Figures 6a and 6b**). The proposed project would be revised to convert the existing digital billboard from a single-faced to a dual-faced sign by adding a second digital billboard face on the eastern side of the billboard structure. The added digital billboard face would be the same size as the existing digital face on the other side of the billboard structure, and would be situated to be viewable by northbound traffic on I-5 and motorists traveling west on Bayou Road. **Figure 7** depicts the orientation of the proposed digital billboard face on the existing structure.

Construction activities for the addition of the second digital billboard face to the existing billboard structure would include assembly of the digital billboard on the ground and mounting of the digital billboard to the existing structure. No new ground disturbing activity would be anticipated within the project site.

I-5 at Sacramento Railyards (Site 10)

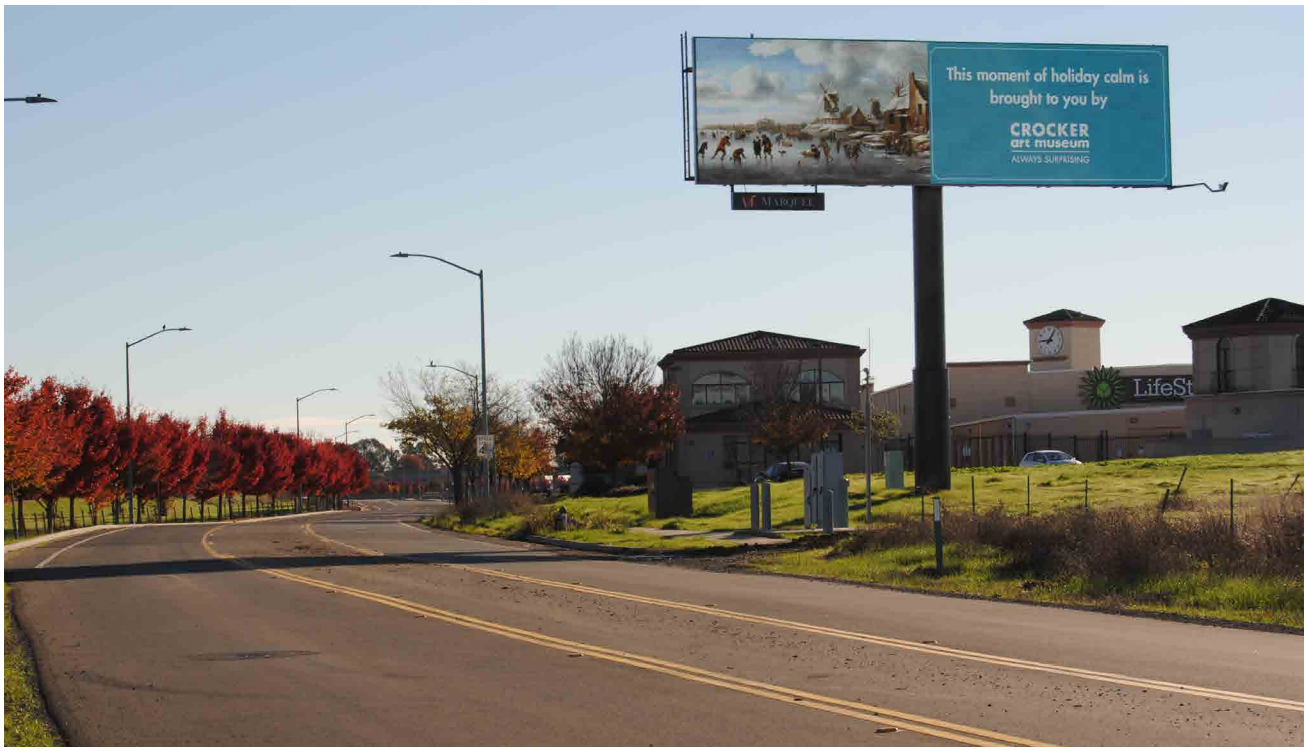
The I-5 at Sacramento Railyards digital billboard location is proposed to be moved to the location described in the Project Location section above, 350 feet north of the previously approved site. The digital billboard would be constructed as a dual-faced billboard, designed to be viewable to north- and southbound traffic on I-5. The billboard structure would extend approximately 80 feet above ground level and the digital faces of the billboards would have a width of 48 feet and a height of 14 feet. The digital billboard

Sacramento ESC EIR Addendum . 130423

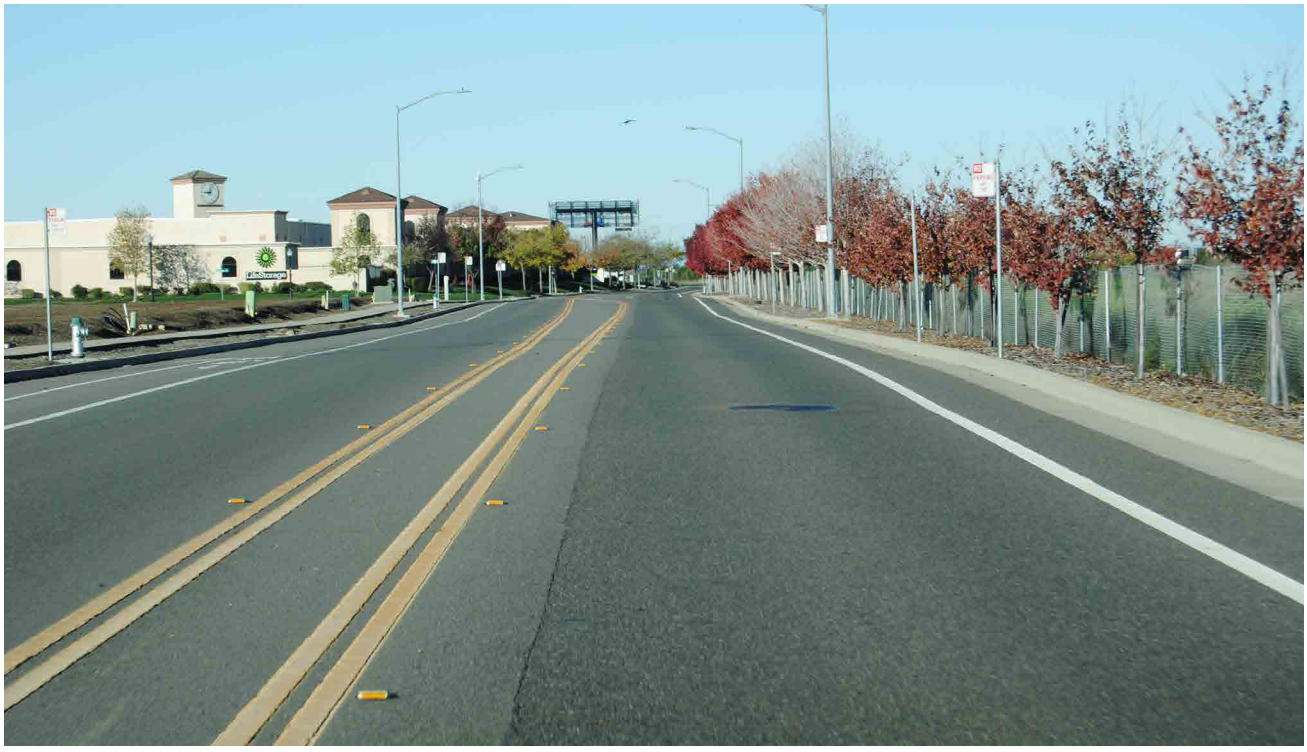
SOURCE: David Nybo, 2017

Figure 5

Site Rendering of the Digital Billboard at the I-5 at Water Tank Site



View from Bayou Road to the west of the digital billboard site.



View from Bayou Road to the east of the digital billboard site.

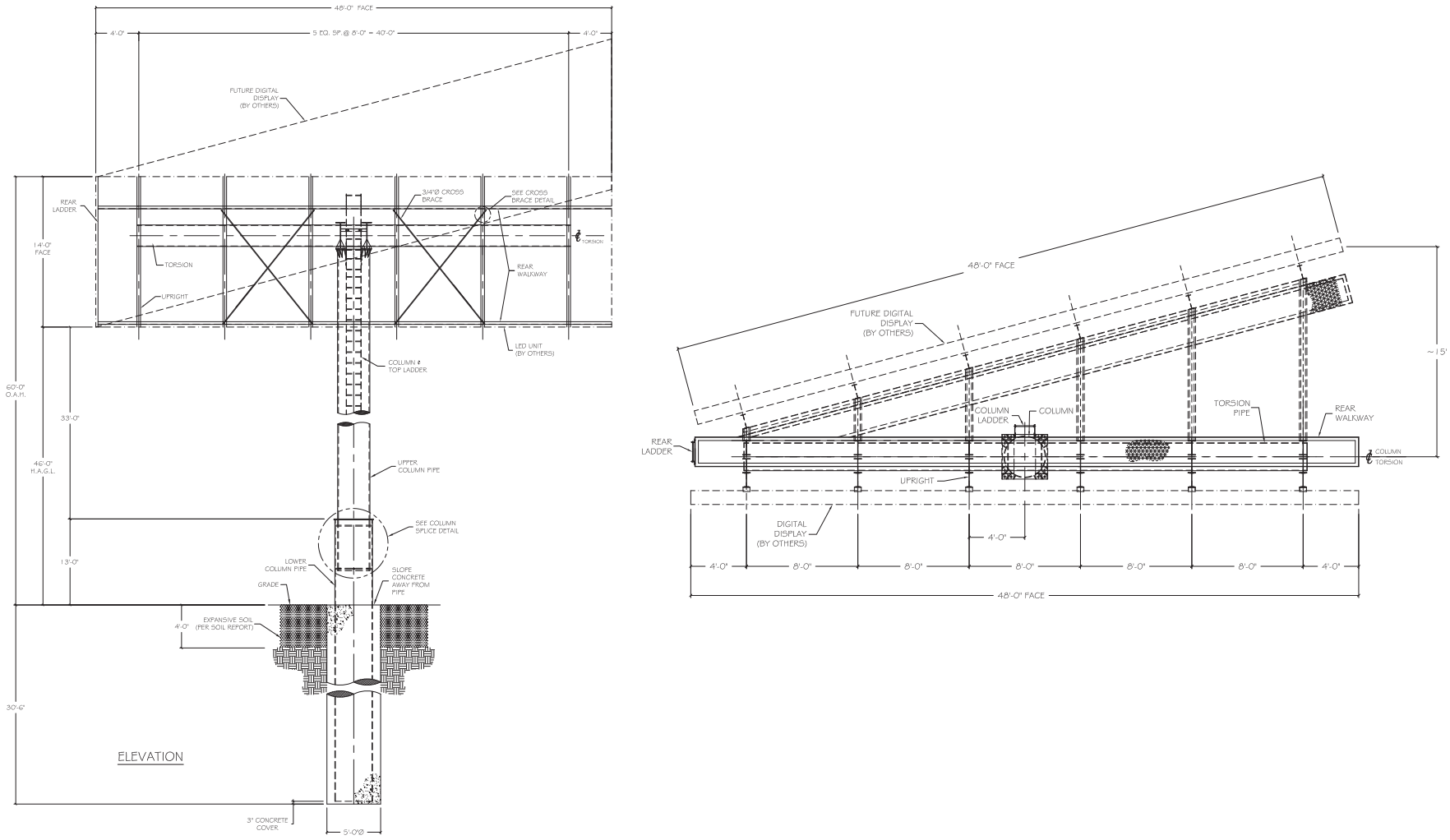
SOURCE: David Nybo, 2017

Figure 6a
Existing Digital Billboad at I-5 at Bayou Road Site

View from Lanfranco Circle to the southeast of the digital billboard site.

SOURCE: David Nybo, 2017

Figure 6b
Existing Digital Billboad at I-5 at Bayou Road Site



SOURCE: RMG Outdoor Inc., 2016; David Nybo, 2017

Figure 7

I-5 at Bayou Road Digital Billboard Structure

would be mounted on a column that would measure 4 feet in diameter at its widest point. The base of the column would be extended approximately 72 feet below ground level and the subsurface section of the column would be encased in concrete. **Figure 8** illustrates the height, width, and depth measurements; depth of the supporting pole structure; and orientation of the proposed digital billboard faces on the billboard structure. **Figure 9** shows approximate renderings of the digital billboard as it would appear from north- and southbound I-5.

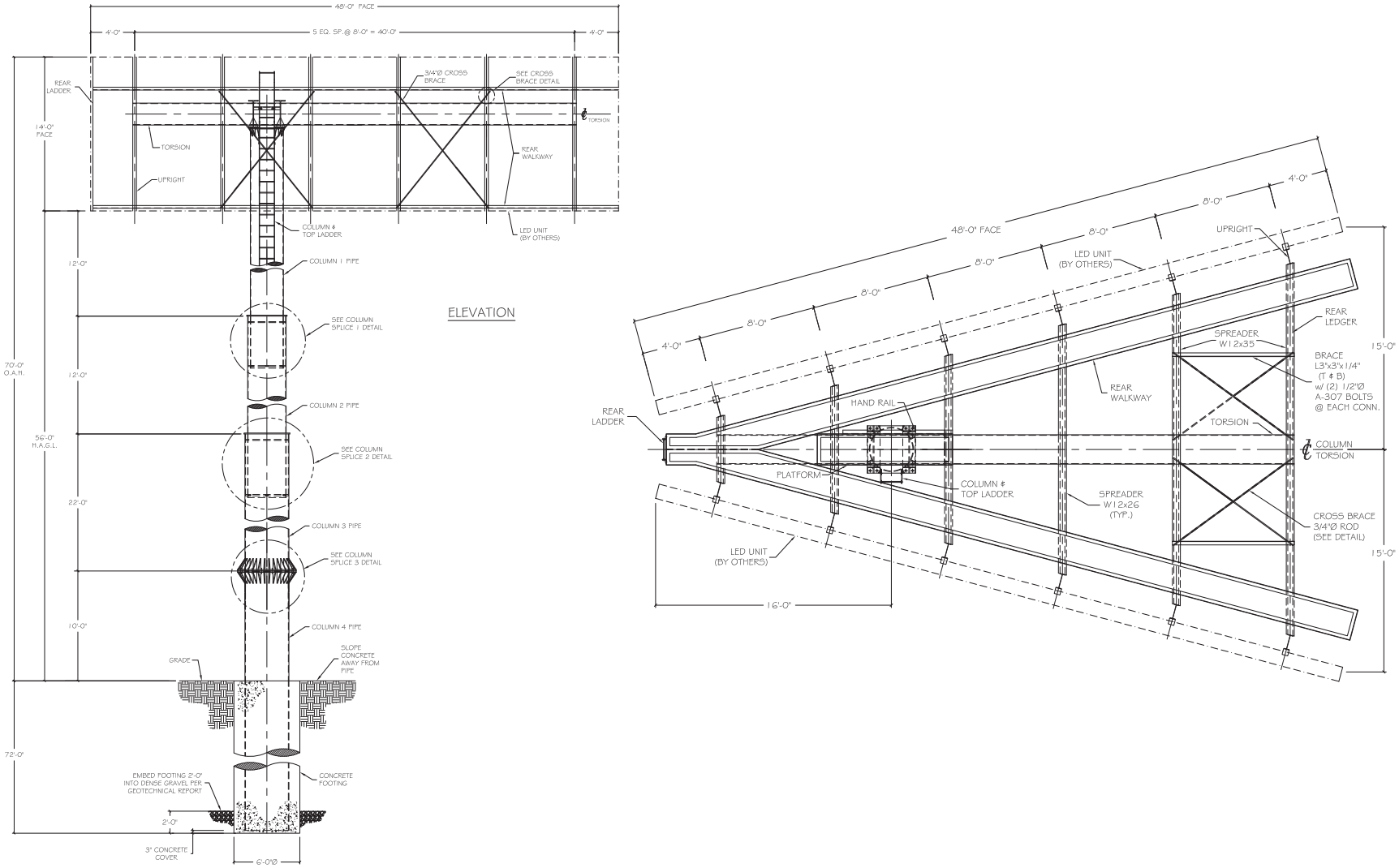
The revised I-5 at Sacramento Railyards billboard would be constructed on a pole structure drilled into the soil and encased in concrete. This foundation is different than the spread-foot construction method described for the original I-5 at Sacramento Railyards billboard site. However, construction methods and durations for this revised site would be consistent with that described in the May 2014 ESC EIR for billboards on a drilled post foundation structure. Construction of digital billboard at the revised I-5 at Sacramento Railyards site would involve disturbance of an area of approximately 5,000 square feet. The construction would be initiated by drilling a hole approximately five feet in diameter and thirty-two feet deep. The column for the sign, approximately 42 inches in diameter, placed in the foundation hole by a crane, and would be secured with concrete. The upper billboard structure would be delivered to the site, assembled on the ground and lifted into place atop the column. Arrangements to extend electrical service to the site would be made in advance of the construction activities. Electrical service would be connected to the SMUD system through an underground connection. Overall, construction of a digital billboard would take 5-7 construction days.

Discussion

As described in CEQA Guidelines Section 15164, a lead agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions identified in Section 15162 calling for the preparation of a subsequent EIR have occurred. The following identifies the standards set forth in Section 15162, for which the preparation of a subsequent EIR would be required:

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



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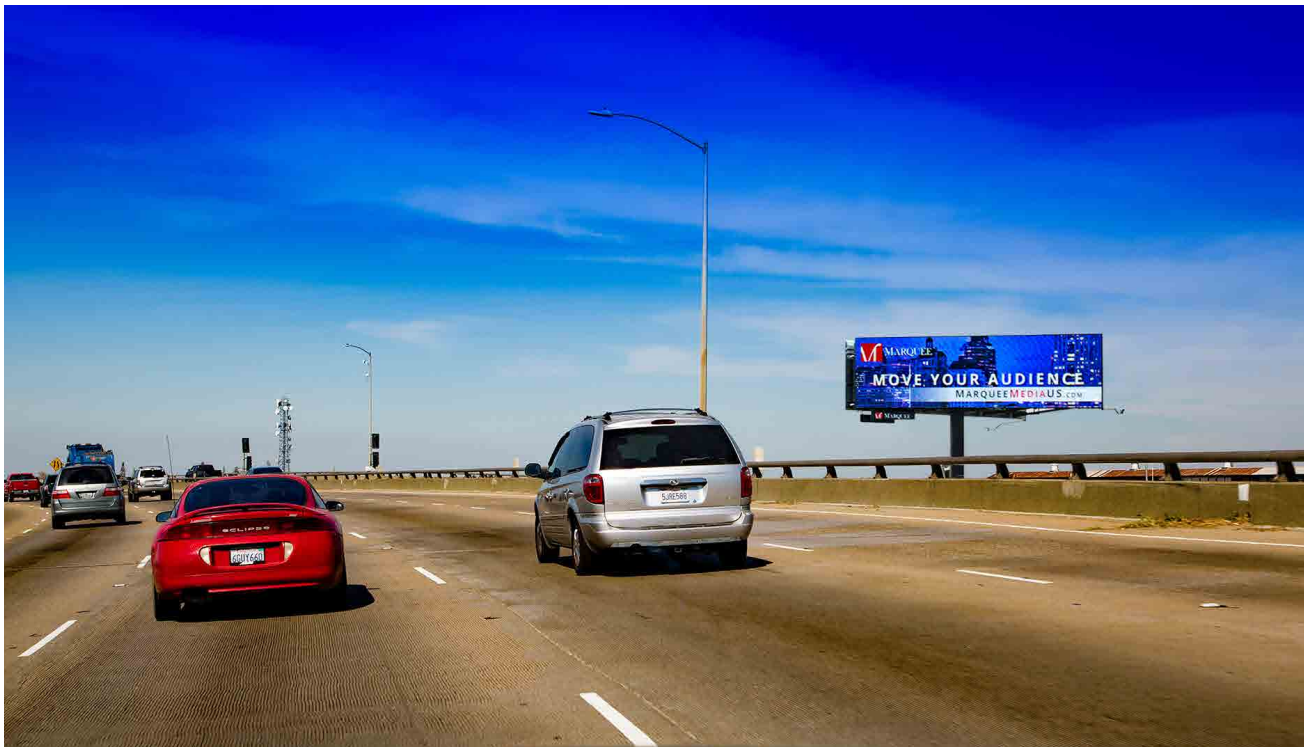
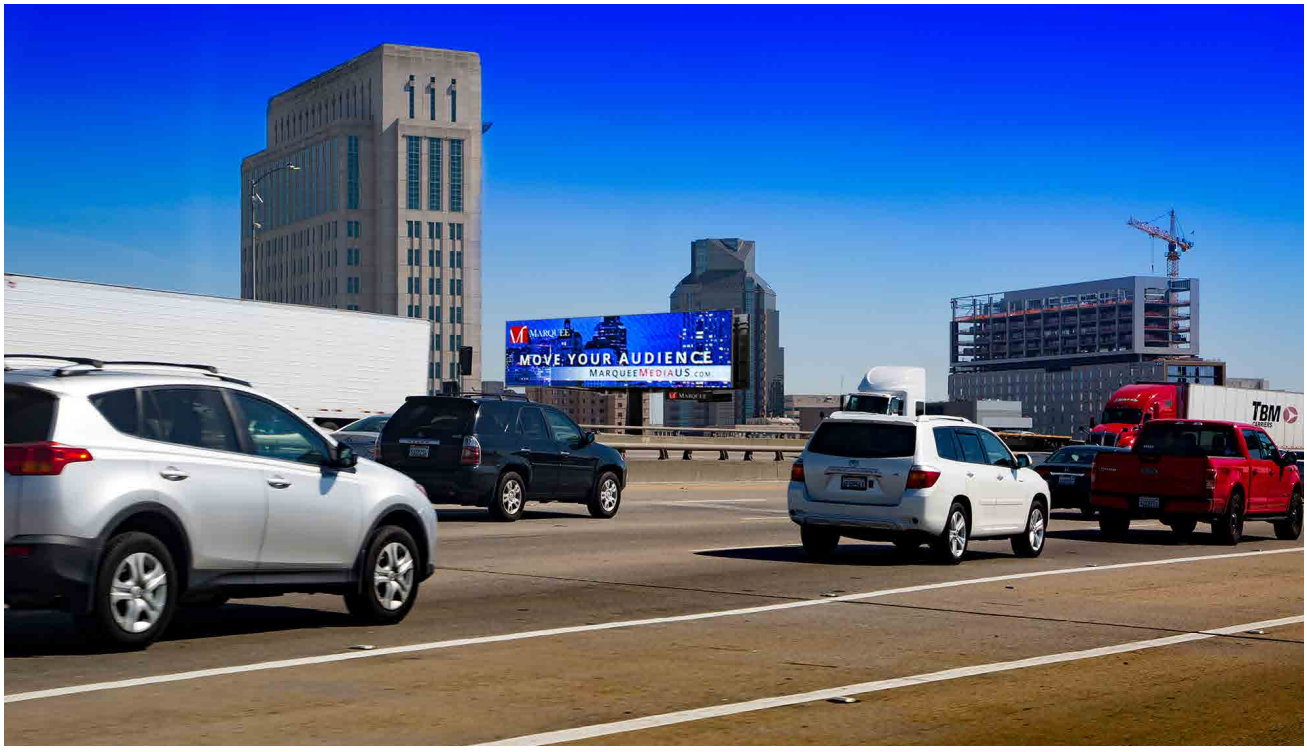
SOURCE: RMG Outdoor Inc., 2016; David Nybo, 2017

Figure 8

Revised I-5 at Railyards Digital Billboard Structure



Rendering of Digital Billboard Structure at I-5 at Sacramento Railyards Site, as Viewed from Northbound Interstate 5



Rendering of Digital Billboard Structure at I-5 at Sacramento Railyards Site, as Viewed from Southbound Interstate 5

SOURCE: David Nybo, 2017

Figure 9
Rendering of Digital Billboard Structure at I-5
at Sacramento Railyards Site

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.

Differences in the potential impacts associated with the minor technical changes to offsite digital billboard Sites 1, 8 and 10 compared to those previously described in the May 2014 ESC EIR, are discussed below.

Land Use

I-5 at Water Tank

The I-5 at Water Tank site is located along I-5, near its intersection with Freeport Boulevard. The proposed digital billboard footprint is within a larger site that is bounded by a chain-link fence intended to secure the water tank and surrounding area from trespassing. The site is covered with a combination of bare ground and scattered gravel. An active water valve and two capped water well pipes are within the footprint.

The site is surrounded by single family residential to the north; a City water tank, agriculture, and single family residential to the west; agriculture to the south, and the elevated I-5 freeway and vacant parcels and residential uses further to the east. Mature trees are immediately north of the proposed digital billboard location, within the backyard of the adjacent property on El Morro Court.

Revisions to the project description for the I-5 at Water Tank digital billboard site are limited to the removal of the previously planned north-facing digital billboard. No changes are proposed for the footprint or land uses within or adjacent to the project site. Further, land use conditions on adjacent properties have not changed from those conditions evaluated in the May 2014 ESC EIR. Therefore, the revised project description for the digital billboard site at I-5 at Water Tank would not result in any new

significant impacts that were not disclosed in the May 2014 ESC EIR, and there would be no increase in the severity of impacts that were disclosed in the May 2014 ESC EIR. No new mitigation measures would be required.

I-5 at Bayou Road

The I-5 at Bayou Road site is located in North Natomas, within the right-of-way of Bayou Road near the I-5 southbound to SR 99 northbound ramp. The proposed digital billboard site is covered with ornamental bark and is planted with street trees spaced approximately 30 feet apart.

The proposed Bayou Road digital billboard site is surrounded by I-5 to the north; Bayou Road and the I-5 transition to SR 99 to the north; the North Natomas Self Storage facility, open space, and residential uses to the south and east; and open space and agricultural land to the west.

Revisions to the project description for the I-5 at Bayou Road digital billboard site are limited to addition of an east-facing digital billboard face. No changes are proposed for the footprint or land uses within or adjacent to the project site. Further, land use conditions on adjacent properties have not changed from those conditions evaluated in the May 2014 ESC EIR. Therefore, the revised project description for the digital billboard site at I-5 at Bayou Road would not result in any new significant impacts that were not disclosed in the May 2014 ESC EIR, and there would be no increase in the severity of impacts that were disclosed in the May 2014 ESC EIR. No new mitigation measures would be required.

I-5 at Sacramento Railyards

The I-5 at Sacramento Railyards site is within an unpaved lot and surrounded by the UPRR tracks to the north; a recessed service tunnel that runs under the UPRR tracks to the Sacramento Valley Station passenger loading area and I-5 to the east; The Sacramento Valley Station and parking area to the south; and vacant and the passenger ramp between the train station and passenger loading area to the east.

Construction of a digital billboard at the proposed location would not divide a community or be incompatible with existing or planned adjacent land uses. Land use conditions near the proposed billboard site are similar to land uses surrounding the site previously analyzed in the May 2014 ESC EIR. Therefore, the revised project description for the digital billboard site at I-5 at Water Tank would not result in any new significant impacts that were not disclosed in the May 2014 ESC EIR, and there would be no increase in the severity of impacts that were disclosed in the May 2014 ESC EIR. No new mitigation measures would be required.

Population and Housing

The May 2014 ESC EIR does not describe changes to housing or impacts to population from operation or construction of the offsite digital billboards. The proposed changes to

the offsite digital billboard sites would not add population or affect housing, and would not alter the anticipated effects on population and housing associated with the offsite digital billboards described in the May 2014 ESC EIR.

Changes introduced by the proposed digital billboard changes and/or new circumstances relevant to the project would not, as compared to the May 2014 ESC EIR, result in a new significant impact or significant impacts that are substantially more severe than significant impacts previously disclosed. 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 EIR. 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 EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

Aesthetics, Light, and Glare

Digital billboards rely on light emitting diode (LED) technology to display colorful, changing, and sometimes animated messages on a display screen. The digital billboards proposed as part of the project would have one or two screens, oriented to be visible from vehicle traveling on nearby freeway segments. Digital billboards using LED technology are designed to make the message displays visible to motorists viewing the billboard from straight on – or from dead center – when the LED screen appears brightest. The LED cells are designed to be screened from oblique angles. The level of brightness is cut in half by moving the viewing position to a 35° angle from dead center, and at a sufficient angle the LED lights are not visible. The height and angle of the billboards would be designed to be seen from straight on by drivers in cars on I-5 as vehicles pass the digital billboard locations. The height, alone, would ensure that no residents at ground level in backyards or in homes would see the signs from straight on. Depending on the orientation angle of the billboard faces, the visibility of the LED lights would be materially reduced or eliminated.

Some traditional billboards have been illuminated, and this is typically accomplished with the installation of stationary incandescent lights regulated by timers. Lighting levels are not subject to adjustment based on ambient conditions. The primary effect of these billboards is related to the brightness of the billboard background as seen from the viewer's perspective. The brightness of the LED display is subject to adjustment based on ambient conditions. The display, for example, is adjustable, so it may be brighter in the daytime than in darkness, and respond to changes in the ambient light conditions.

Digital billboards, including the LED billboard faces and the pole structure, are not constructed of reflective surfaces. Restrictions on digital billboards, imposed and enforced

by Caltrans, preclude lighting that would be directed at motorists that is so directed or intense that it could temporarily blind or confuse drivers, or create conditions that make recognition of the roadway or official signage difficult. These controls effectively regulate light and the potential for the creation of glare to ensure that the operation of any digital billboard does not create a substantial new source of light or glare.

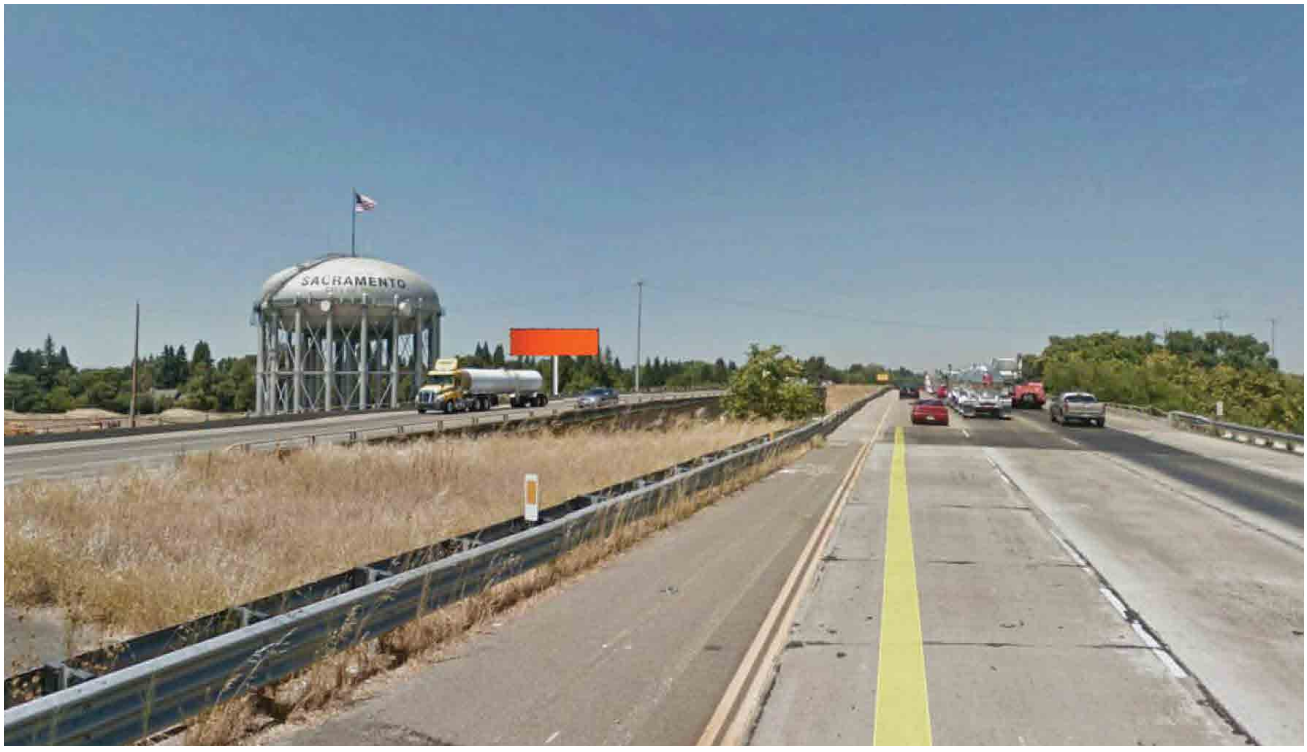
I-5 at Water Tank

The May 2014 ESC EIR determined that due to the developed urban nature of the project vicinity, including the elevated, steel water tank and elevated freeway nearby, the presence of a tall billboard structure alone would not create an adverse effect on the visual character of the site or its surrounding properties (Impact 4.1-1). However, due to the potential visibility of the north-facing billboard face from backyards and through windows to indoor areas, it is possible that nighttime operation of a billboard in this location could result in a substantial degradation of the visual environment for nearby sensitive receptors. This impact was considered potentially significant. The May 2014 ESC EIR determined that the application of Mitigation Measure 4.1-1(a), which included orientation and design measures to minimize the visibility of the lighted northern billboard face to homes on El Morro Court and El Rito Way, would not be adequate to guarantee that the lighted billboard would not be visible to nearby homes. Thus, the impact at this site was determined to be significant and unavoidable.

The revised project description for the I-5 at Water Tank site would eliminate the north-facing digital billboard face from the project, which would eliminate the anticipated impacts to the visual environment for sensitive receptors in the residential area north of the digital billboard site. **Figures 10a and 10b** provide renderings of the digital billboard from multiple viewpoints to characterize the visibility of the proposed south-facing billboard face from key vantage points. While the back of the billboard structure would be visible from El Morro Court and El Rito Way, no illuminated surfaces would be visible from residential area north of the proposed digital billboard site, and Mitigation Measure 4.1-1(a) would no longer be required.

Light spillover into homes and backyards along El Morro Court and El Rito Way, as described in May 2014 ESC EIR Impact 4.1-2, would be eliminated because there would no longer be a north-facing billboard face. The south-facing billboard face would not be visible to homes north of the billboard site and would not cause light spillover effects to affect nearby sensitive receptors. However, Mitigation Measure 4.1-2(h) would still be required to ensure that the maximum ambient light output level for the digital billboard is limited to two (2) footcandles at the closest residential property line from the billboard.

View of rendering of the proposed I-5 at Water Tank digital billboard from Freeport Boulevard, south of I-5.

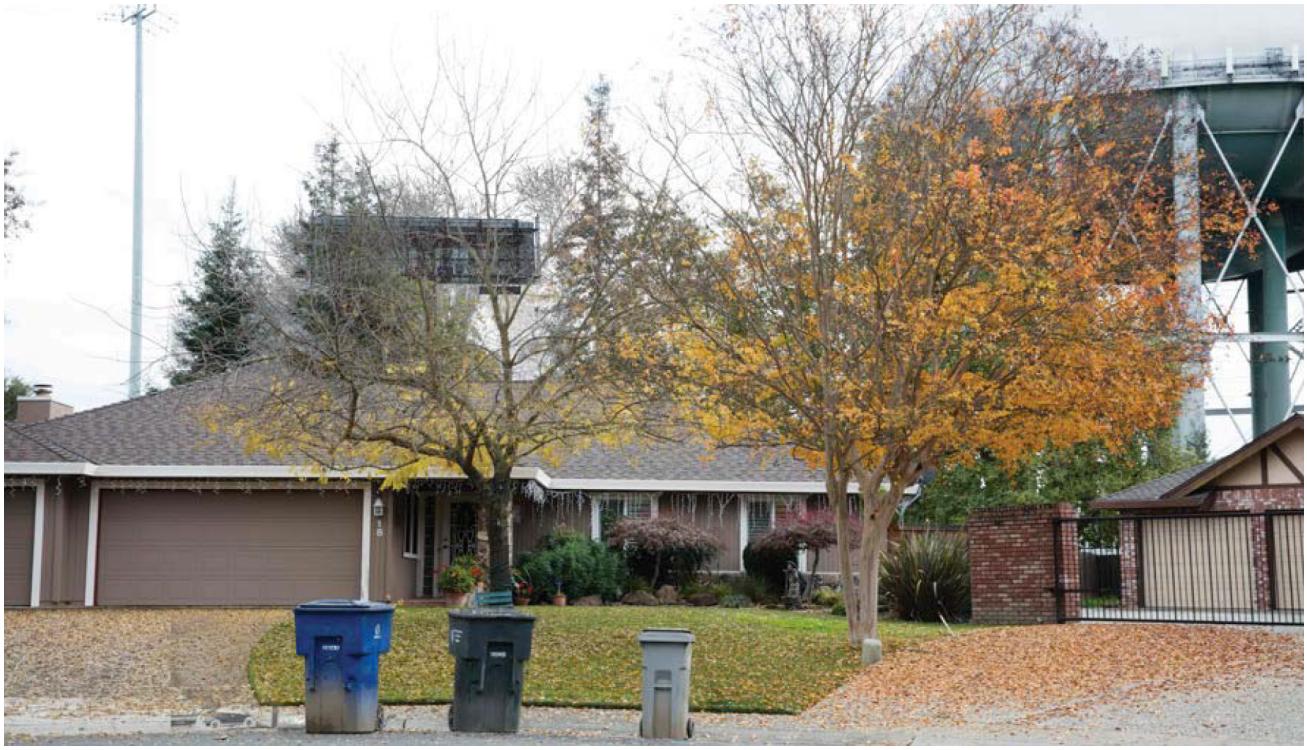


View of rendering of digital billboard from northbound I-5, south of the I-5 at Water Tank site.

Sacramento ESC EIR Addendum . 130423

SOURCE: David Nybo, 2017

Figure 10a
Rendered Views of the I-5 at Water Tank Site



View of rendering of digital billboard from El Morro Court to the north of the I-5 at Water Tank site.

SOURCE: David Nybo, 2017

Figure 10b
Rendered Views of the I-5 at Water Tank Site

The south-facing digital billboard face would be visible to residences south of the I-5 at Water Tank site and east of I-5. The most affected residences would be those along the west side of Reenal Way whose backyards would face the digital billboard face. Glimpses of the digital billboard face may also be visible through existing mature landscaping from the front yards of residences along the east side of Reenal Way. However, the digital billboard face would be over 700 feet from the backyard fence of the nearest residence along the west side of Reenal Way. Although the digital billboard structure and south-facing billboard face would be visible to sensitive receptors east of I-5, the proposed billboard changes would not result in an adverse impact to sensitive receptors beyond those immediately north of the billboard location, the same conclusion reached in the May 2014 ESC EIR.

With elimination of the north-facing billboard from the I-5 at Water Tank site, impacts to the visual environment from this project element would be reduced to a less-than-significant level, a reduction in the impact as compared to the May 2014 ESC EIR. The proposed project change at the I-5 at Water Tank digital billboard site would not result in any new significant impacts that were not disclosed in the May 2014 ESC EIR, and there would be no increase in the severity of impacts that were disclosed in the May 2014 ESC EIR. No new mitigation measures would be required.

I-5 at Bayou Road

As proposed in the May 2014 ESC EIR, the digital billboard at the I-5 at Bayou Road site would be constructed on a vacant parcel currently covered in ruderal grasslands south of Bayou Road. The digital billboard at this location would have a single face, directed to the west, designed to be viewed by motorists on southbound I-5. The closest residences are located approximately 400 feet south of the I-5 at Bayou Road site, on Gresham Lane and Lanfranco Circle, and would have very limited, oblique views toward the proposed digital billboard. The site would be partially screened from these residences by the North Natomas Self Storage facility. To the extent that the billboard would be visible at all to these homes, the views would be to the pole and the unlit, backside/inside of the V portion of the sign.

Because of the disturbed nature of the site, proximity to the freeway, and distance from residences, Impact 4.1-1 determined that the addition of a digital billboard in this location would not substantially degrade the visual character or quality of the I-5 at Bayou Road site or its surrounding properties. The billboard pole and the approved billboard face are constructed and operational.

Currently, the pole and the backside of the billboard face are visible to existing residences along Lanfranco Circle. The revised project would add a second digital face to the existing billboard structure that would be oriented to the east-northeast (see Figure 6a, Figure 6b, and Figure 7), designed to be viewed by motorists on northbound I-5. The billboard design would be consistent with other dual-faced billboards of the proposed project. The proposed east-facing digital billboard face would be visible to existing residences along Lanfranco Circle, and would be visible to future residences

along Bayou Road, Isaiah Lane, and Galvin Lane. However, those residences east of the billboard location would have limited oblique views of the east-facing digital billboard face. The east-facing billboard face would be almost entirely screened from view of future residences along Bayou Road, Isaiah Lane, and Galvin Lane by the North Natomas Self Storage facility and by existing landscaping along Bayou Road. Backyards and first-floor windows of the nearest existing residences to the site, on the north side of Lanfranco Circle, would be shielded from potential visibility of the digital billboard by a sound wall that spans the northern and western edges of those homes, backyard landscaping, landscaping between the backyard fences and the self-storage facility, and by the North Natomas Self Storage building itself. The billboard face would be visible from the western leg of Lanfranco Circle, but the billboard face would not be seen from straight-on. The billboard face may be visible to future residences constructed along Bayou Road between Tarboro Lane and Callison Drive, but landscaping and future residential building between the residences and the billboard would obstruct the view of the billboard face.

Because of the urbanized nature of the area, proximity to freeway, distance from and the oblique angle of the billboard face to existing and future residences, the addition of an eastern face on the I-5 at Bayou Road digital billboard would not be anticipated to substantially degrade the visual character or quality of the site or adjacent land uses or add substantial amounts of light. Therefore, visual impacts from the addition of an eastern face to the I-5 at Bayou Road digital billboard would not result in a degradation of the existing visual character of the site or create new substantial sources of light, and the impact would remain less than significant consistent with the conclusions in the May 2014 ESC EIR. The proposed project change at the I-5 at Bayou Road digital billboard site would not result in any new significant impacts that were not disclosed in the May 2014 ESC EIR, and there would be no increase in the severity of impacts that were disclosed in the May 2014 ESC EIR. No new mitigation measures would be required.

I-5 at Sacramento Railyards

As described in Impact 4.1-1, the I-5 at Sacramento Railyards digital billboard site described in the May 2014 ESC EIR is located in the downtown Sacramento Railyards adjacent to the I Street onramp to northbound I-5. The only locations where the billboard face at that site potentially would be highly visible would be from north- and west-facing windows in upper floor units in the Wong Center residential building, approximately 600 feet to the southeast. The May 2014 ESC EIR determined that visual and light impacts to existing residential uses, including the Wong Center, would be less than significant because residential windows currently have views to the travel lanes of I-5, particularly lights from southbound vehicles at night, and the animated face of the digital billboard at this location would be an addition to, but not a material change in, the views from these units.

The proposed changes to the I-5 at Sacramento Railyards site would relocate the digital billboard to a paved area 350 feet to the north, well north of the I-Street onramp. Figure 9 provides anticipated renderings of the digital billboard site from north- and

southbound I-5. The digital billboard would have an approximate height of 80 feet over ground level, approximately 5 feet lower than the 85-foot-tall digital billboard described in the May 2014 ESC EIR. The revised billboard site would be located a greater distance from the Wong Center residential building. Because the distance from the billboard to the Wong Center would be greater, the anticipated visibility of the billboard to residents of the Wong Center would be less severe than the anticipated visibility described for the original proposed site.

The relocation of the digital billboard north, further into the Railyards, would result in the south-facing billboard face being visible to residences in the Mechanics' Exchange building in Old Sacramento, directly across from the California State Railroad Museum on I Street and approximately 720 feet (0.14 miles) southwest of the proposed digital billboard location. Although the south-facing digital billboard face would not be visible from the ground floor of the Mechanics' Exchange building, it is possible that the billboard face would be visible to residences on the second and third floors of the building. As viewed from the second floor of the Mechanics' Exchange building, the lower portion of the south-facing billboard face would be blocked by the California Railroad Museum Building which is approximately two and one half stories tall. Views of the south-facing billboard face from the third floor of the Mechanics' Exchange building would likely be unobstructed. However, views from the Mechanics' Exchange building to the south-facing digital billboard face would be oblique, and would not be from dead center, resulting in diminished views of the face from the Mechanics' Exchange building. Digital billboards using LED technology are designed to make the message displays visible to motorists viewing the billboard from straight on – or from dead center – when the LED screen appears brightest. The LED cells are designed to be screened from oblique angles. The level of brightness is cut in half by moving the viewing position to a 35° angle from dead center, and at a sufficient angle the LED lights are not visible. The height and angle of the billboards would be designed to be seen from straight on by drivers in cars on I-5 as vehicles pass the digital billboard locations. Similar to the discussion of May 2014 ESC EIR's discussion of potential impacts to the existing residential uses in the Wong Center (Impact 4.1-1), the impact of a new digital billboard further north from the originally-proposed site would be less than significant because north facing residential windows in the Mechanics' Exchange building currently have views to the travel lanes of I-5, particularly lights from southbound vehicles at night, and the animated face of the digital billboard at this location would be an addition to, but not a material change in, the views from or light exposure to these units. Due to the distance between residences in the Mechanics' Exchange building and the proposed location of the I-5 at Railyards digital billboard, light from the south-facing digital billboard face would not adversely affect residences, even those on the second and third floors of the Mechanics' Exchange building. No new significant impacts or a substantial increase in severity of significant impacts would occur on residences in the Mechanics' Exchange building, and no new mitigation is required.

At the revised location, the top edge of the south-facing billboard face may be visible within Old Sacramento from public spaces through gaps in building facades. The

proposed billboard would be located northeast of the California State Railroad Museum in in the Sacramento Railyards. Views of the southern face of the digital billboard would be obscured by mature trees located along the east side of the California State Railroad Museum as well as the museum building itself. In addition, intervening I-Street Bridge viaducts and J Street offramps would obstruct views of the digital billboard from 2nd Street. The top edge of the south-facing digital billboard face may also be visible from the Sacramento River Bike Trail between K Street and J Street, on Front Street between J Street and I Street, and on J Street between Front Street and Firehouse Alley within Old Sacramento; however, views from this area would be more than 600 feet from the digital billboard site and seen at an oblique angle, for which the light intensity would be diminished. The partial views of the digital billboard from within Old Sacramento would be in addition to other illuminated structures outside of the area that are visible from points within Old Sacramento such as the Ziggurat building and CalSTERs building in West Sacramento, the California EPA building on J Street in downtown Sacramento, the Holiday Inn hotel on the east side of I-5, and the US Bank Tower on Capitol Mall, for example. Additionally, light from vehicles on I-5, particularly those traveling southbound, are visible at ground level from east-west roads such as J Street in Old Sacramento. While the proposed digital billboard would be a new light source near Old Sacramento, the type and intensity of light would be similar in nature to existing surrounding uses and the billboard would be located farther from Old Sacramento than previously analyzed.

The north-facing digital billboard face would be visible from the north of the site, especially by drivers traveling southbound on I-5 (see Figure 9). The new digital billboard would temporarily obscure views of buildings in downtown Sacramento as drivers travel past the digital billboard. General Plan policies do not specifically require the unobstructed protection of views toward downtown, but General Plan policy LU 2.4.3 requires the City to ensure that public improvements and private development work together to enhance the sense of entry at key gateways to the city. The proposed digital billboard would add a permanent structure to a downtown Sacramento gateway location. However, there is an existing digital billboard located approximately 3,000 feet north of the proposed digital billboard location that is also visible to both northbound and southbound I-5 travelers. Additionally, there is a static billboard on the east side of the I-5 deck at Railyards Boulevard approximately 1,600 feet to the north of the proposed digital billboard location that also temporarily blocks views of downtown buildings from southbound I-5 travelers. Although the proposed project would add a new digital billboard near a gateway to the city, the addition of a digital billboard would not substantially degrade the visual character or quality of the revised I-5 at Sacramento Railyards site or surrounding areas and this impact would be less than significant. Therefore, consistent with the conclusion in the May 2014 ESC EIR, the construction and operation of a digital billboard at the I-5 at Sacramento Railyards site would not substantially degrade the visual character or quality of the site or its surrounding properties.

The proposed project change at the I-5 at Railyards digital billboard site would not result in new significant impacts or a substantial increase in severity of significant impacts. No new mitigation is required.

Changes introduced by the proposed digital billboard changes and/or new circumstances relevant to the project would not, as compared to the May 2014 ESC EIR, result in a new significant impact or significant impacts that are substantially more severe than significant impacts previously disclosed for any of the three digital billboard locations contemplated in this addendum. 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 EIR. 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 EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

Agricultural Resources

The May 2014 ESC EIR does not describe changes or impacts to agricultural resources from operation or construction of the offsite digital billboards. With the exception of the digital billboards site at I-5 and Sacramento Railyards, all other revisions to digital billboard sites would take place within the digital billboard site footprints analyzed in the May 2014 ESC EIR. The revised site at I-5 and Sacramento Railyards would be located approximately 350 feet north-northwest of the site evaluated in the May 2014 ESC EIR, within a highly disturbed site, between a paved roadway and a maintenance tunnel, that could not be used for agricultural production. The proposed changes to the offsite digital billboard sites would not alter the anticipated effects on agricultural resources associated with the digital billboards described in the May 2014 ESC EIR. The May 2014 ESC EIR did not identify any sites that contain soils designated as Important Farmland (i.e., Prime Farmland, Unique Farmland or Farmland of Statewide Importance), are zoned for agricultural uses, are under Williamson Act contracts, or are used for agricultural or timber-harvest uses. The May 2014 ESC EIR did not identify any impacts on agricultural resources. The proposed project changes would not result in new significant impacts or a substantial increase in severity of significant impacts. No new mitigation is required.

Changes introduced by the proposed digital billboard changes and/or new circumstances relevant to the project would not, as compared to the May 2014 ESC EIR, result in a new significant impact or significant impacts that are substantially more severe than significant impacts previously disclosed. 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 EIR. 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 EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

Air Quality

Digital billboard development would not result in new dwelling units, permanent jobs, or VMT that would result in the generation of any air pollutants during operations (Impact 4.2-3).

Construction emissions generated by construction of the offsite digital billboards, including NOx, PM10, CO, and TACs, were analyzed in Impacts 4.2-2, 4.2-4, 4.2-5, and 4.2-7 of the May 2014 ESC EIR, respectively. The analysis described the construction process for each digital billboard and disclosed that construction of each digital billboard would occur over approximately five days. The May 2014 ESC EIR modeled construction air emissions assuming that the digital billboards would be constructed simultaneously with the construction of the ESC. The revised offsite digital billboard projects would be constructed following completion of the ESC but may be constructed concurrently with mixed-use development elements of the May 2014 ESC EIR project. The revised offsite digital billboard projects would not alter the number or type of digital billboards constructed.

Construction methods and durations for the I-5 at Water Tank and I-5 at Bayou Road digital billboards would be identical to those described and analyzed in the May 2014 ESC EIR; therefore, impacts to air quality from construction and operations would be the same as those evaluated in the May 2014 ESC EIR, and determinations in that document would remain relevant to the revised project. Although the revised I-5 at Sacramento Railyards billboard would be constructed using a drilled post structure rather than a spread foundation, air emissions from both types of construction and construction durations would be similar Therefore, the air quality analysis in the May 2014 ESC EIR adequately accounted for construction-related emissions for billboard construction. Mitigation Measures 4.2-2(a-c) and Mitigation Measure 4.2-4 would still be required for all three billboards sites to reduce air quality impacts to a less-than-significant level during project construction.

The proposed project changes would not result in new significant impacts or a substantial increase in severity of significant impacts. No new mitigation is required. Changes introduced by the proposed digital billboard changes and/or new circumstances relevant to the project would not, as compared to the May 2014 ESC EIR, result in a new significant impact or significant impacts that are substantially more

severe than significant impacts previously disclosed. 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 EIR. 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 EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

Biological Resources

Threatened and Endangered Species and Their Habitat

The May 2014 ESC EIR determined that three of the ten offsite digital billboard sites had potential to impact listed wildlife species or their habitat:

- Business 80 at Sutter's Landing Regional Park/American River;
- Business 80 at Sutter's Landing Regional Park; and
- I-5 at San Juan Road.

No revisions are proposed to those three digital billboard sites. Therefore, no changes to analyses or mitigation measures are required as a result of the proposed project.

I-5 at Water Tank

The May 2014 ESC EIR determined that the I-5 at Water Tank site does not possess suitable habitat to support listed species. The revised project would eliminate construction of the north-facing digital billboard. Changes introduced by the proposed digital billboard changes and/or new circumstances relevant to the project would not, as compared to the May 2014 ESC EIR, result in a new significant impact or significant impacts that are substantially more severe than significant impacts previously disclosed. 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 EIR. 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 EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

I-5 at Bayou Road

Impact 4.3-1 of the ESC EIR determined that the I-5 at Bayou Road site does not possess suitable habitat to support listed species. The revised project would add an additional digital billboard face to the existing digital billboard structure. Construction methods associated with addition of the second billboard face would require assembly of the digital billboard face at ground level. The assembled digital billboard face would be hoisted and mounted on the existing billboard structure and connected to the existing electrical and telecommunications infrastructure for the new digital billboard face. There would be no new ground disturbance to the area. Changes introduced by the proposed digital billboard changes and/or new circumstances relevant to the project would not, as compared to the May 2014 ESC EIR, result in a new significant impact or significant impacts that are substantially more severe than significant impacts previously disclosed. 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 EIR. 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 EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

I-5 at Sacramento Railyards

The I-5 at Sacramento Railyards site analyzed in the May 2014 ESC EIR was found to be unsuitable for the support of listed species or habitat for listed species in Impact 4.3-1 of the May 2014 ESC EIR. The proposed revised I-5 at Sacramento Railyards site would be placed on the same side of I-5, approximately 350 feet north of the originally-proposed site. The sign height would be approximately 80 feet above ground level and 5 feet shorter than the height of the originally proposed billboard structure for the I-5 at Sacramento Railyards site. As such, the revised site would be under similar developed conditions as the site analyzed in the May 2014 ESC EIR and would be anticipated to cause similar impacts. Changes introduced by the proposed digital billboard changes and/or new circumstances relevant to the project would not, as compared to the May 2014 ESC EIR, result in a new significant impact or significant impacts that are substantially more severe than significant impacts previously disclosed.

Nesting Raptors, Migratory Birds, and/or Maternity Roosts for Special-Status Bat Species

Impact 4.3-2 of the May 2014 ESC EIR determined that six proposed digital billboard sites have the potential to (or are located in the vicinity of habitat features that could)

support raptors, migratory birds, and/or special-status bat species, of which four sites would be considered to have a significant impact. Those sites included:

- Business 80 at Del Paso Regional Park/Haggin Oaks;
- Business 80 at Sutter's Landing Regional Park/American River;
- Business 80 at Sutter's Landing Regional Park; and
- I-5 at Water Tank.

I-5 at Water Tank

For the I-5 at Water Tank site, ornamental trees located adjacent to the project site could provide suitable nesting habitat for raptors and other migratory bird species. Additionally, cliff swallow nests have been observed on the bottom of the water tank, approximately 100 feet above the ground. Although construction of the digital billboard would not directly affect trees in the vicinity of the site, there is potential for construction activities to disrupt nesting efforts during the nesting season through increased noise and human presence, as discussed in May 2014 ESC EIR Impact 4.3-2. With the implementation of Mitigation Measure 4.3-2(a) of the May 2014 ESC EIR, the impacts to nesting raptors, migratory birds and special status bat species would be reduced to less than significant for the I-5 at Water Tank site. No new information is presented for the construction of a digital billboard at this location. Changes introduced by the proposed digital billboard changes and/or new circumstances relevant to the project would not, as compared to the May 2014 ESC EIR, result in a new significant impact or significant impacts that are substantially more severe than significant impacts previously disclosed. No new mitigation is required.

I-5 at Bayou Road

The revised I-5 at Bayou Road site would be located in the same site as was determined by the May 2014 ESC EIR to not have the potential to support raptors, migratory birds or special-status bat species. Changes introduced by the proposed digital billboard changes and/or new circumstances relevant to the project would not, as compared to the May 2014 ESC EIR, result in a new significant impact or significant impacts that are substantially more severe than significant impacts previously disclosed. No new mitigation is required.

I-5 at Sacramento Railyards

Potential impacts to nesting raptors, migratory, birds, and maternity roosts for special status bat species were discussed in Impact 4.3-2 of the May 2014 ESC EIR. Impact 4.3-2 determined that such impacts would be limited to potential impacts to a known purple martin population that nests in the I Street Bridge approach ramp, located within 200 feet of the originally-proposed digital billboard site. Impact 4.3-2 concluded that the digital billboard site would not contain weep holes or suitable crevices for purple martins to nest within, and construction of the digital billboard would not remove purple martin nests.

The revised I-5 at Sacramento Railyards site would be moved to a different location, approximately 350 feet north from the originally-proposed site, on the other side of the I-Street onramp to northbound I-5, which would be within 400 feet of the known purple martin colony. However, the revised site would be located further from the purple martin colony than the site analyzed in the May 2014 ESC EIR. The colony of martins known to use the underside of the I Street Bridge approach ramp is one of four known nesting colonies in the greater Sacramento region in 2015,[3] and seems to have been used by purple martins since 1974.[4] Systematic monitoring of martins at the I Street colony has documented a 73 percent decline in nesting pairs from 2002 to 2015. In the larger Sacramento region, there has been a 71 percent decline in breeding pairs since 2002.[5]

As discussed above, the I Street Bridge colony is only one of four breeding colonies recorded in the Sacramento area in 2015. Due to the small size of the Central Valley purple martin population and the current downward trend of number of breeding pairs in the region, the loss of one individual, or the colony would be considered a substantial adverse effect because any increased mortality or reduced reproductive success could lead to the local extirpation of, or reduction in the population below self-sustaining levels. Any potential loss of individual purple martin, or alteration of habitat would be considered a potentially significant impact.

The portions of the I Street Bridge where the purple martin colony currently nests would not be physically impacted, or removed by the proposed digital billboard. Consistent with the determination for the site analyzed in the May 2014 ESC EIR, the digital billboard design would not contain weep holes or suitable crevices for purple martins to nest within. Installation of a digital billboard and the proposed location would not result in direct impact to purple martins. The I Street Bridge approach ramp would not be physically affected or removed by construction or operation of the digital billboard site. Construction of a digital billboard at the revised I-5 at Sacramento Railyards site would not create an obstruction of flight paths to/from nest sites in weep holes in the I Street Bridge approach deck. Additionally, the project site is located in an area that is partially disturbed due to active construction occurring directly north of the project site. Thus, construction at this location would not contribute substantially to disturbance levels experiences by purple martins at the site.

Conclusions

The proposed revisions to the I-5 at Water Tank digital billboard would be limited to omission of the north-facing digital billboard face and would not expand the footprint or intensity of the proposed digital billboard. Therefore, changes introduced by the proposed digital billboard changes and/or new circumstances relevant to the project

3 Airola, D.A and D. Kopp, 2015. Sacramento Purple Martin in 2015: When a Population Increase May be Misleading. Central Valley Bird Club Bulletin. Fall 2015.

4 California Department of Fish and Wildlife. 2015. California Natural Diversity Database RareFind 5 personal computer program. www.dfg.ca.gov/biogeodata/cnddb/mapsanddata.asp. Accessed on: September 8, 2015.

5 Airola, D.A. and J. Grantham, 2003. Purple Martin Status, Nesting Habitat +Characteristics, and Management in Sacramento, California. Western Birds. 34:235-251.

would not, as compared to the May 2014 ESC EIR, 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.

There was no Swainson's hawk foraging habitat within the I-5 at Water Tank, I-5 at Bayou Road, or I-5 at Sacramento Railyards sites. Therefore, changes introduced by the proposed digital billboard changes and/or new circumstances relevant to the project would not, as compared to the May 2014 ESC EIR, 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.

The May 2014 ESC EIR determined that operation of the offsite digital billboards would have a less-than-significant impact on migratory birds and special status bat species. The proposed revisions to the project would not alter planned operational capacity or intensity for the offsite digital billboards. Changes introduced by the proposed digital billboard changes and/or new circumstances relevant to the project would not, as compared to the May 2014 ESC EIR, 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.

Wetland Habitat

Impact 4.3-3 of the May 2014 ESC EIR did not identify the potential presence of wetlands or other waters of the U.S. at the I-5 at Water Tank, I-5 at Bayou Road, or I-5 at Sacramento Railyards sites. The revised I-5 at Sacramento Railyards site is within a paved parking area on the other side of I-5; thus, there is no wetland or other waters of the U.S. present within the revised site. Therefore, there would be no impact to wetlands or waters of the U.S. from the proposed revisions to these offsite digital billboard sites. Changes introduced by the proposed digital billboard changes and/or new circumstances relevant to the project would not, as compared to the May 2014 ESC EIR, 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.

Street Trees or Heritage Trees

There are no trees meeting the City standard for heritage and street trees at any of the potential billboard sites reviewed in Impact 4.3-4 of the May 2014 ESC EIR. With the exception of the I-5 at Sacramento Railyards site, the revised offsite digital billboard sites are the same as were evaluated in the May 2014 ESC EIR. The revised I-5 at Sacramento Railyards site would be moved to the other side of I-5 but remain within the same paved parking area as the originally proposed site. There are no trees meeting the City standard for heritage and street trees that would be removed or subject to impact from the construction or operation of the revised I-5 at Sacramento Railyards site. Therefore, there would be no impact. Changes introduced by the proposed digital billboard changes and/or new circumstances relevant to the project would not, as

compared to the May 2014 ESC EIR, 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.

Habitat Mitigation Areas or Restorable Areas

There are no habitat mitigation areas identified at the I-5 at Water Tank, I-5 at Bayou Road, I-5 at Sacramento Railyards, or revised I-5 at Railyards digital billboard sites. The revised I-5 at Water Tank and I-5 at Bayou Road sites are in the same locations as were analyzed in Impact 4.3-5 of the May 2014 ESC EIR, and do not require additional consideration. The revised I-5 at Sacramento Railyards site is within a highly urbanized area and would not impact a habitat mitigation area or restorable area. Therefore, there would be no impact to habitat mitigation areas or restorable areas from the implementation of the revised offsite digital billboard elements of the proposed project. Changes introduced by the proposed digital billboard changes and/or new circumstances relevant to the project would not, as compared to the May 2014 ESC EIR, 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.

Cultural Resources

Historical Resources

The historic resources survey conducted for the May 2014 ESC EIR, as described in Impact 4.4-1, did not identify any historical resources within the locations of the offsite digital billboards. Under the revised project, the I-5 at Water Tank and I-5 at Bayou Road sites would not be changed from the sites analyzed in the May 2014 ESC EIR. Changes introduced by the proposed digital billboard changes at these two locations and/or new circumstances relevant to the project would not, as compared to the May 2014 ESC EIR, 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 for these sites.

I-5 at Sacramento Railyards Site

The I-5 at Sacramento Railyards site would be moved approximately 350 feet to the north of the site analyzed in the May 2014 ESC EIR. By moving the sign to the north, the visibility of the digital billboards from the Historic Depot and Sacramento Railyards Central Shops would be more prevalent. While the digital billboard would be in closer proximity to both historic sites, both sites are situated within a developed urbanized setting. Surrounding views include existing billboards and prominent modern structures. Therefore, addition of the proposed digital billboard would not substantially alter the historic context of those sites. Addition of the proposed digital billboard would be viewable within both historic sites but views would be from oblique angles where light impacts and visibility of the digital billboard faces would be diminished. The digital billboard would briefly obscure views of the Central Shops and Historic Depot for viewers

traveling north- or southbound on I-5, however impeded viewing would be temporary and would not substantially diminish available views of those resources from I-5.

By moving the digital billboard to the proposed location, the visibility of the digital from Old Sacramento would be reduced as compared to the original I-5 at Sacramento Railyards site. The digital billboard would be located north of the National Register of Historic Places (NRHP)-listed Old Sacramento Historic Landmark District (Historic District) and blocked from most views within the Historic District by the Railroad Museum (see **Figure 11**), street trees, and intervening viaducts and elevated highway structures. There may be narrow windows of visibility of the top of the digital billboard from areas within Old Sacramento. The views from these vantage points would be limited with the structure of the digital billboard barely visible over the top of the Railroad Museum or I-5. Additionally, the views would be at an oblique angle as the sign would be oriented for maximum visibility by the I-5 northbound traffic. Considering all of the surrounding modern buildings and infrastructure that are already visible from within the Historic District the addition of this digital billboard would be considered a minor visual intrusion. The sign would be outside of the Historic District, would not materially alter any contributing features, and, as noted above would have minimal visual impact on the setting that surrounds the Historic District. The new proposed location for the sign would not jeopardize the historic status of the Historic District.

Therefore, the impact to historical resources would be less than significant. Changes introduced by the proposed digital billboard changes and/or new circumstances relevant to the project would not, as compared to the May 2014 ESC EIR, result in a new significant impact or significant impacts that are substantially more severe than significant impacts previously disclosed. 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 EIR. 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 EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

Sacramento ESC EIR Addendum . 130423

SOURCE: City of Sacramento, 2014 and 2016; ESA, 2017

NOTE: The Old Sacramento Historic District polygon represents the historic districts or landmark districts adopted by the National or California Register of Historical Resources. In September 2013, the City's Historic Preservation Director, Roberta Deering and Rebecca Bitter and Marcia Eymann from the Department of Convention, Culture and Leisure provided feedback to revise the boundary to remove a block south of Tower Bridge and the parking lot north of the Railroad Museum. This boundary was approved by the Preservation Director.

Figure 11
Digital Billboard Location and Old Sacramento Historic District

Archaeological Resources

I-5 at Bayou Road Site

The I-5 at Bayou Road site was the only offsite digital billboard site identified to be located in proximity to a significant archaeological resource. Further survey and investigation found that construction of the digital billboard at that site would not be likely to impact the archaeological resource but that excavation and ground disturbing activities during project construction may reveal previously unknown archaeological resources. While implementation of Mitigation Measure 4.4-2 would reduce potential impacts, the impact to archaeological resources at this site and at the ESC site was determined to be significant and unavoidable. The revised project at the I-5 at Bayou Road site would entail assembly and mounting of a second digital billboard face on the existing pole. Excavation or ground disturbing activity would not be anticipated for the construction of this project element, as the digital billboard base has already been constructed. There would be no new impact to archaeological resources at the I-5 at Bayou Road site under the revised project. Changes introduced by the proposed digital billboard changes and/or new circumstances relevant to the project would not, as compared to the May 2014 ESC EIR, 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.

I-5 at Sacramento Railyards Site

As described in Impact 4.4-2 of the May 2014 ESC EIR, an archaeological survey of the I-5 at Sacramento Railyards site did not identify any significant archaeological resources and the site was identified as having low potential for unidentified archaeological resources at that site. Subsequent to certification of the May 2014 ESC EIR, the revised I-5 at Sacramento Railyards digital billboard site was evaluated as part of the Railyards Specific Plan Update Subsequent EIR which examined the potential for prehistoric archaeological resources within the entire Railyards, including the proposed digital billboard location. As previously noted in the May 2014 ESC EIR and again in the Railyards Specific Plan Update SEIR, the soil in the area has been highly disturbed during soil remediation and construction activities in the Sacramento Railyards. There are no known archaeological sites at the I-5 at Sacramento Railyards digital billboard site. There are no known prehistoric archaeological sites within the entire Railyards Specific Plan area, including the proposed digital billboard location.

There are known historic archaeological sites in the vicinity of the proposed digital billboard location, which would not be impacted as a result of the billboard construction due to their distance from the site. Soil remediation at the Railyards in the 1990s exposed the Central Pacific/Southern Pacific Car Wheel Foundry Annealing Pits southeast of the Central Shops. Possible historic period archaeological resources that could be discovered during construction would likely be associated with Old Sacramento, including the raised hollow sidewalks, and the railroad. Consistent with the findings in the May 2014 ESC EIR, while unlikely, there is always possibility of inadvertent discovery of archaeological resources during ground disturbing activities,

which would be a significant impact. The application of Mitigation Measures 4.4-2(a) through 4.4-2(c) would avoid and/or lessen the impact of the above impact by ensuring that any existing archaeological resources are appropriately identified, documented, evaluated, and treated promptly, so they are not inadvertently damaged or destroyed. However, such measures may not fully offset the removal of such resources from the project site. Because it is not known at this time what, if any, archaeological resources are present, the impact of construction at the revised I-5 at Sacramento Railyards site would remain significant and unavoidable. Changes introduced by the proposed digital billboard changes and/or new circumstances relevant to the project would not, as compared to the May 2014 ESC EIR, 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.

Paleontological Resources

As described in Impact 4.4-3 of the May 2014 ESC EIR, the Sacramento metropolitan and surrounding areas are not considered highly sensitive for paleontological resources. However unlikely, ground disturbing activities in previously undisturbed areas may damage or destroy paleontological resources, which would be considered a significant impact. Mitigation Measures 4.4-3(a) and (b) from the May 2014 ESC EIR would ensure that paleontological resources would be identified before they had been damaged or destroyed, and then properly evaluated and treated. The impact would therefore be less than significant with mitigation. The proposed revisions to the offsite digital billboard sites would not change their general locations as they relate to paleontological resources. The potential would remain for ground disturbing activities to damage or destroy paleontological sites. Therefore, Mitigation Measures 4.4-3(a) and 4.4-3(b) provided in the May 2014 ESC EIR would be applicable to the revised project and the implementation of those measures would reduce potential impacts to less than significant.

Changes introduced by the proposed digital billboard changes and/or new circumstances relevant to the project would not, as compared to the May 2014 ESC EIR, result in a new significant impact or significant impacts that are substantially more severe than significant impacts previously disclosed. 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 EIR. 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 EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

Geology and Soils

The City identified geology and soils as issues previously determined to be less than significant and thus need not be further considered in the May 2014 ESC EIR.

I-5 at Water Tank / I-5 at Bayou Road Sites

Under the revised project, the I-5 at Water Tank and I-5 at Bayou Road sites are the same as were analyzed in the May 2014 ESC EIR; therefore, impacts to geology and soils from the revised project do not require additional analysis.

I-5 at Sacramento Railyards Site

Under the revised project the I-5 at Sacramento Railyards site would be moved approximately 350 feet north of the previously approved location. There are no Alquist-Priolo Earthquake Fault Zones in the City of Sacramento. As it relates to seismic ground shaking, the revised site would have the same conditions as the previous I-5 at Sacramento Railyards site, and the same rationale that was used to determine that the original I-5 at Sacramento Railyards site did not require analysis of ground shaking in the May 2014 ESC EIR would apply to the proposed site. As described in the May 2014 ESC EIR, the City requires, as part of the construction permitting process, completed reports of soil conditions at the specific construction sites to identify potentially unsuitable soil conditions including potential exposure to potentially damaging seismic vibrations, ground failure, liquefaction, settlement, subsidence, lateral spreading, and collapse. The design of foundation and excavation-wall support must conform to the analysis and implementation criteria described in the California Building Code (CBC), Chapters 16, 18, 33, and the appendix to Chapter 33. For this reason, there would be no adverse effects of the revised project due to seismic ground shaking.

Construction of the revised I-5 at Sacramento Railyards site would result in site preparation activities which would result in the exposure of soils. The proposed site is relatively flat and is in a small area where there are already exposed soil conditions to allow for access to existing utility infrastructure in the area. Compliance with the City of Sacramento's Grading Ordinance, Chapter 15.88 of the Sacramento Municipal Code, requires preparation and implementation of an erosion and sediment control plan under the direction of an erosion control professional, landscape architect, or civil engineer specializing in erosion control. Implementation of an erosion and sediment control plan would adequately manage potential erosion from construction. For this reason, construction of at the revised I-5 at Sacramento Railyards site would not substantially alter topography and there would be minimal, if any, erosion from the project site.

Due to the relatively flat topography of the city, landslides are not considered to be major threats to any area within the city. As described in the May 2014 ESC EIR, subsidence occurs over large areas with substantial withdrawal of oil, natural gas, or groundwater. There are no active oil or natural gas production operations near the revised I-5 at Sacramento Railyards site or in the city as a whole, so subsidence resulting from such activities would not occur within the city. There are groundwater

withdrawal activities located within the city and subsidence has been observed specifically in downtown Sacramento near I-5 associated with the long-term dewatering of the "boat" section of I-5. Consistent with the approved project, the proposed revised project would not include any long-term, permanent dewatering. Subsidence or settlement may also occur over smaller areas near dewatering activities. The required site-specific evaluation of soil conditions must contain recommendations for these systems specific to the site, and be incorporated into the construction design. For these reasons, the project would not adversely affect the local geology or soil, or contribute to subsidence that could adversely affect nearby structures.

Changes introduced by the proposed digital billboard changes and/or new circumstances relevant to the project would not, as compared to the May 2014 ESC EIR, 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 previous EIR. 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 EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

Global Climate Change

The proposed project analyzed in the May 2014 ESC EIR, which included the offsite digital billboard sites, was reviewed for conformity with the City's Climate Action Plan (CAP), in accordance with the seven compliance criteria provided in the City's CAP Consistency Review Checklist. As discussed in May 2014 ESC EIR Impact 4.5-1, the proposed project was determined to be consistent with the City's CAP, and was anticipated to have a less-than-significant impact on the City's implementation of its CAP. Under the revised project, the same number of digital billboards and digital billboard sites would be constructed as were anticipated in Impact 4.5-1 of the May 2014 ESC EIR, and the same construction methods would be used and construction durations would be the same. Proposed changes would re-allocate which sites would receive dual-faced or single-faced digital billboards, which sites would be constructed, and would move the I-5 at Sacramento Railyards site a short distance north of the originally approved site. None of the abovementioned project elements would have the potential to alter the project's consistency with the CAP or alter the results of the CAP Consistency Review Checklist for the proposed project.

Changes introduced by the proposed digital billboard changes and/or new circumstances relevant to the project would not, as compared to the May 2014 ESC EIR, 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 previous EIR. 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 EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

Hazards

Contaminated Soil or Groundwater

Under the project evaluated for Impact 4.6-1 of the May 2014 ESC EIR, during installation of the offsite digital billboards, holes would be drilled and the excavated soil would be transported offsite. Listed sites identified by the ASTM database are located adjacent to the original I-5 at Sacramento Railyards digital billboard site analyzed in the May 2014 ESC EIR. Listed sites in the vicinity of the previously analyzed and proposed revised I-5 at Sacramento Railyards billboard sites are known to have contaminated soil and could be encountered during excavation for billboard the base. The previously analyzed digital billboard would have used a spread footing construction method, limiting the depth of excavation to only five feet. This method was proposed to minimize the amount of soil excavated and the potential exposure to any contaminated soil on site.

However, the revised location of the I-5 at Sacramento Railyards billboard site, 350 feet to the north of the previously analyzed site, would be closer to known contaminated soils and groundwater, specifically the South Plume, in the Railyards. Due to the presence of existing utilities lines in close proximity to the proposed sign location, a spread footing foundation would not be feasible, requiring a change to the pole construction method used. The pole for the proposed I-5 at Sacramento Railyards billboard would be drilled to a depth of 72 feet, requiring dewatering and potentially resulting in workers encountering previously unknown soil contamination or contaminated groundwater associated with the South Plume. Consistent with the analysis described in the May 2014 ESC EIR, the potential for exposure to contaminated soils would be present at the revised I-5 at Sacramento Railyards billboard site. The May 2014 ESC EIR determined that with the implementation of Mitigation Measures 4.6-1(a) through 4.6-1(c), which require the retention of contamination experts and coordination with the DTSC, this impact would be minimized

to a less-than-significant level. Therefore, the proposed revised I-5 at Sacramento Railyards site would have a potentially significant impact due to the exposure of people to previously unidentified contaminated soil. With the implementation of the Mitigation Measures 4.6-1(a) through 4.6-1(c), this impact would remain less than significant, consistent with the findings of the May 2014 ESC EIR. Changes introduced by the proposed digital billboard changes and/or new circumstances relevant to the project would not, as compared to the May 2014 ESC EIR, 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.

Under the revised project, the I-5 at Water Tank and I-5 at Bayou Road sites would be the same sites as were reviewed in the May 2014 ESC EIR and were identified as have little to no potential for the exposure of previously unknown hazardous materials.

Asbestos Containing Material and Lead-Based Paint

Analysis for Impact 4.6-2 of the May 2014 ESC EIR determined that construction of the offsite digital billboards would not involve the demolition of existing structures and is not anticipated to result in the exposure of people in the vicinity of the project sites to asbestos or lead based paints. The proposed revised I-5 at Sacramento Railyards digital billboard site would not involve additional construction or operational details that were not considered in the May 2014 ESC EIR. Therefore, there would be no impact from exposure of people to asbestos or lead based paints.

Railyards South Plume

Impact 4.6-3 of the May 2014 ESC EIR identified only one digital billboard site is near the Railyards South Plume—I-5 at Sacramento Railyards. As described above, the revised I-5 at Sacramento Railyards site would be constructed on the same side of I-5, approximately 350 feet north of the previous site, in an area outside of the South Plume Study Area Boundary. The revised digital billboard would be constructed as described above, with the pole extending 72 feet below ground surface. The construction would be initiated by drilling a hole approximately 5 feet in diameter and 72 feet deep. The column for the sign would be 42 inches in diameter, placed in the foundation hole by a crane, and would be secured with concrete. Because the revised I-5 at Railyards digital billboard site is in closer proximity to the known boundaries of the Railyards South Plume, the revised digital billboard site at I-5 and Sacramento Railyards may have an impact on the Railyards South Plume remediation efforts. Proposed project design would require dewatering during construction, therefore the project proponent would engage the City and DTSC, as necessary, to obtain the proper permits. The City requires that any short-term dewatering discharge be permitted, or an approved Memorandum of Understanding (MOU) for long-term discharges be established, between the discharger and the City. Short-term limited discharges of seven days duration or less must be approved through the City Department of Utilities by acceptance letter. Long-term discharges of greater duration than seven days must be approved through the City Department of Utilities and the Director of the Department of

Utilities through a MOU process. The MOU must specify the type of groundwater discharge, flow rates, discharge system design, a City-approved contaminant assessment of the proposed groundwater discharge indicating tested levels of constituents, and a City-approved effluent monitoring plan to ensure contaminant levels remain in compliance with State standards or Sacramento Regional County Sanitation District (SRCSD) and CVRWQCB-approved levels. All groundwater discharges to the sewer must be granted a SRCSD discharge permit. As a standard precautionary action, the CVRWQCB would be notified prior to beginning any site preparation or grading and the applicant would adhere to all requests and recommendations from the CVRWQCB. It is anticipated that only short-term dewatering for approximately 5-7 days, would be required during construction of the revised I-5 at Sacramento Railyards digital billboard site.

Changes introduced by the proposed digital billboard changes and/or new circumstances relevant to the project would not, as compared to the May 2014 ESC EIR, 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 previous EIR. 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 EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

Hydrology and Water Quality

Water Quality Degradation

As described in the May 2014 ESC EIR, the offsite digital billboard footprints are each less than one acre in size. As described in Impact 4.7-1, sites that are less than one acre are required to submit an erosion and sediment control plan to the City for approval prior to the commencement of installation activities. Standard construction BMPs would also need to be outlined by the applicant for City review and approval prior to billboard installation. During operation, the offsite digital billboards would not represent a new source of polluted runoff and, therefore, would not substantially degrade water quality. This impact would be less than significant. The proposed revisions to the offsite digital billboards would not alter the size of the digital billboard sites, as analyzed in Impact 4.7-1 of the May 2014 ESC EIR. Revisions to the I-5 at Sacramento Railyards site would move the billboard approximately 350 feet north within the Sacramento Railyards; however, both the original and proposed sites are located in highly urbanized areas within downtown Sacramento and would not be in proximity to wetlands that could be

directly impacted by runoff. Changes introduced by the proposed digital billboard changes and/or new circumstances relevant to the project would not, as compared to the May 2014 ESC EIR, 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.

Increased Risk of Flooding

As described for Impact 4.7-2 of the May 2014 ESC EIR, the I-5 at Water Tank and I-5 at Sacramento Railyards offsite digital billboard locations are either outside of any flood hazard zone or mapped within Zone X. The I-5 at Bayou Road site is located within an area previously designated at Zone AE. None of the offsite digital billboard sites are located within a designated floodway. The placement of signs at the I-5 at Water Tank and Sacramento Railyards would not substantially increase the exposure of people and/or property to flood risk during installation or operation because they are would be located outside of areas of high flood hazard potential. If a 100-year flood event were to occur during the installation of offsite digital billboards at the I-5 at Bayou Road site, the crew and equipment would be at a higher flood risk; however, because installation would for approximately five days, this would not be considered a substantial increase in the exposure of people and/or property to the risk of flooding. During operation and in the event of a 100-year flood, the sign posts within Zone AE would minimally affect overland water flow, but this would be very localized at the base of the 3-foot-wide sign post and would not substantially increase the exposure of offsite people and/or property to flood risk. The offsite digital billboards within Zone AE would themselves be at risk of damage due to flooding. Installation and operation of the proposed offsite digital billboards would not involve activities that would affect levee maintenance or regional flood management planning, nor would ongoing flood planning and maintenance efforts conflict with installation or operation of the proposed signs. Changes introduced by the proposed digital billboard changes and/or new circumstances relevant to the project would not, as compared to the May 2014 ESC EIR, 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 April 2015, subsequent to certification of the May 2014 ESC EIR, FEMA approved an A99 flood zone designation for the Natomas Basin. An A99 designation is an interim flood zone designation that does not diminish the risk consideration for the flood zone, but allows construction in Natomas if certain conditions are met. The revised designation does not impact the risk determination for the I-5 at Bayou Road site, however the City notes that the flood designation has changed. The proposed revisions to the I-5 at Bayou Road site are limited to the addition of a second digital billboard face. Therefore, potential impacts to flooding from the proposed revisions to the digital billboard site would be the same as those analyzed in the May 2014 ESC EIR. Changes introduced by the proposed digital billboard changes and/or new circumstances relevant to the project would not, as compared to the May 2014 ESC EIR, 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.

Depletion of Groundwater Supplies

As described for Impact 4.7-3 of the May 2014 ESC EIR, temporary pumping of groundwater could be required during drilling of foundation holes for one or more of the offsite digital billboards. If groundwater pumping is deemed necessary at any of the offsite digital billboard locations, it would occur for no more than 24 hours. The amount of groundwater that would be removed during this period would not be of a sufficient volume to result in a net deficit in the aquifer volume or lowering of the groundwater table. This impact would be less than significant. The construction processes for the proposed revised offsite digital billboard sites would be the same as those processes analyzed in the May 2014 ESC EIR.

Changes introduced by the proposed digital billboard changes and/or new circumstances relevant to the project would not, as compared to the May 2014 ESC EIR, 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 previous EIR. 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 EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

Noise

Operational Noise

As described in Impacts 4.8-1 and 4.8-2 of the May 2014 ESC EIR, offsite digital billboards would be electrically powered and would not generate operational noise that would affect nearby sensitive receptors.

Construction Noise

As described in Impact 4.8-3 of the May 2014 ESC EIR, construction of digital billboards would expose nearby noise-sensitive uses to construction noise associated with the operation of an auger drill, backhoe, and grader to erect the digital billboard structures. Construction noise would likely be noticeable at nearby sensitive receptors, even though the billboards would be located along major roadways. The revised I-5 at Sacramento Railyards billboard site would be farther away from sensitive receptors than previously analyzed, and the construction-related noise levels would be reduced at

sensitive receptor locations. Although construction noise related to billboard construction at each site may be noticeable, construction is expected to be limited to five days, and would be conducted during limited daytime hours in accordance with City standards. These limited hours ensure that construction occurs only during daytime hours, thereby minimizing the chance that noise would be generated during the more "sensitive" hours when people may be trying to sleep. Therefore, this would be considered a less-than-significant impact. The proposed revisions to the offsite digital billboards would not move the project sites closer to sensitive receptors or alter the construction methods including hours or duration of construction.

Changes introduced by the proposed digital billboard changes and/or new circumstances relevant to the project would not, as compared to the May 2014 ESC EIR, 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 previous EIR. 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 EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

Vibration

Digital billboards would not be considered a vibration-sensitive land use, thus impacts from vibration would be limited to construction of the offsite digital billboards and its effect on surrounding land uses. The nearest vibration-sensitive receptor to the potential digital billboard locations reviewed for Impact 4.8-4 of the May 2014 ESC EIR would be a residence approximately 85 feet from the I-5 at Water Tank site boundary. At this distance, assuming a large dozer would be needed during site preparation and excavation, the resultant vibration exposure at the residence would be 0.014 PPV and 71 VdB, which would not exceed the building damage or annoyance thresholds. Construction of digital billboards would result in less-than-significant vibration impacts, and no mitigation was required in the May 2014 ESC EIR. The proposed revisions to the digital billboard sites would not alter the location of the I-5 at Water Tank site or the I-5 at Bayou Road site. The I-5 at Sacramento Railyards site would be moved approximately 350 feet north, which would be farther from the historic Depot building at the Sacramento Valley Station, but closer to the historic Central Shops within the Railyards. However, the revised location would be more than 300 feet from the nearest historic structure within the Railyards and impacts from construction vibration at those structures would be considered less than significant.

Changes introduced by the proposed digital billboard changes and/or new circumstances relevant to the project would not, as compared to the May 2014 ESC EIR, result in a new significant impact or significant impacts that are substantially more severe than significant impacts previously disclosed. No new mitigation 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 EIR. 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 EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

Public Services

Discussions for Impacts 4.9-1, 4.9-2, 4.9-3, 4.9-4, 4.9-5, and 4.9-6 from the May 2014 ESC EIR determined that the offsite digital billboards would have no impact on police, fire or school services. The proposed revisions to the digital billboard sites would not alter the impact to public services from the proposed project because no additional demand for those services would be created.

For park and recreational services, Impact 4.9-7 of the May 2014 ESC EIR determined that two of the digital billboard sites are located within the boundaries of the Sutter's Landing Regional Park and one is located at the edge of Del Paso Regional Park. However, none of the proposed billboard locations evaluated as part of this addendum would be located within or adjacent to a public park. Therefore, there would continue to be no impact to park and recreational services from those sites.

Changes introduced by the proposed digital billboard changes and/or new circumstances relevant to the project would not, as compared to the May 2014 ESC EIR, 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 previous EIR. 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 EIR would substantially

reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

Transportation and Circulation

The offsite digital billboard sites analyzed in impact discussion within Section 4.10 of the May 2014 ESC EIR would be constructed on City-owned property and would not require road closures or impact traffic, transit, bicycle or pedestrian facilities. The proposed revisions to the offsite digital billboards would take place at the sites evaluated in the May 2014 ESC EIR, with the exception of the I-5 at Sacramento Railyards site, which would be moved to a location approximately 350 feet north of the site originally analyzed in the May 2014 ESC EIR. The proposed revisions would not place the digital billboard sites within roadway, transit, bicycle or pedestrian facilities and would not require permanent or temporary closures of such facilities. Therefore, there will be no impact to transportation facilities or uses from the proposed revisions to the offsite digital billboard sites.

Changes introduced by the proposed digital billboard changes and/or new circumstances relevant to the project would not, as compared to the May 2014 ESC EIR, 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 previous EIR. 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 EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

Utilities and Service Systems

Water Supply

Impacts 4.11-1 through 4.11-4 of the May 2014 ESC EIR determined that the project would require limited water to support construction of each offsite digital billboard. Based on approximately 2 acres of total construction area for all three signs combined, construction of the proposed offsite digital billboards would require up to approximately 0.5 acre-feet of water in total, over the duration of the construction period. This volume of water would be readily available on site or via water truck, and would not noticeably interfere with available water supplies or otherwise require installation of new water supply pipelines or other facilities. Additionally, the relatively small volumes of water needed for digital billboard construction would be available using the City's existing

water distribution system. Upgrades to the City's distribution system would not be required in order to source this volume of water. The relocation and change in construction methodology of the I-5 at Sacramento Railyards site would not affect the amount of water required for construction. This impact is considered less than significant. No new mitigation measures would be required.

Under the revised project, the same number of digital billboards would be constructed at the same number of digital billboard sites, thus, requiring the same anticipated volume of water necessary for construction purposes. Therefore, the impact under the revised project would be the same as was analyzed in the May 2014 ESC EIR. Changes introduced by the proposed digital billboard changes and/or new circumstances relevant to the project would not, as compared to the May 2014 ESC EIR, result in a new significant impact or significant impacts that are substantially more severe than significant impacts previously disclosed.

Wastewater and Stormwater

As described in Impact 4.11-6 of the May 2014 ESC EIR, the offsite digital billboards would not generate wastewater. Therefore, there would be no impact to the City's wastewater treatment plant or need for additional wastewater infrastructure. Changes introduced by the proposed digital billboard changes and/or new circumstances relevant to the project would not, as compared to the May 2014 ESC EIR, 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.

Solid Waste

As described for Impact 4.11-9 of the May 2014 ESC EIR, construction of the proposed offsite digital billboards would involve limited generation of solid waste associated with the installation of these facilities. Construction wastes would include scrap concrete, wood, metals, and other recyclable and non-recyclable construction related wastes. All construction period disposal would adhere to applicable City and state requirements, as discussed in the May 2014 ESC EIR. Based on the limited extent of proposed construction at the offsite digital billboard sites, it is anticipated that sufficient landfill capacity would be available to serve the project, and that the proposed project would not result in or require construction of new solid waste management, processing, or storage facilities. Operation of the proposed offsite digital billboards would not generate municipal solid waste. Therefore, this impact is considered less than significant. Under the revised project some digital billboard sites would be moved to new locations or the number of billboard faces would be changed; however, the number of billboards and billboard faces would not be changed from the numbers reviewed in the May 2014 ESC EIR. Thus, the volume of solid waste generated and the impact to solid waste facilities analyzed in the May 2014 ESC EIR would be applicable to the revised project and consistent with the findings in the May 2014 ESC EIR.

Changes introduced by the proposed digital billboard changes and/or new circumstances relevant to the project would not, as compared to the May 2014 ESC EIR, 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 previous EIR. 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 EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

Energy

Energy Demand

As analyzed in Impact 4.11-11of the May 2014 ESC EIR, the digital billboards would not require natural gas during construction or operation. During operation, the proposed offsite digital billboards would require electricity. Electricity would be provided by the Sacramento Municipal Utility District (SMUD) via connections to existing distribution lines located either on or adjacent to the proposed offsite digital billboard sites. Therefore, additional offsite energy facilities are not expected to be required, and this impact is considered less than significant. The revised offsite digital billboard sites would have the same energy requirements as were described in the May 2014 ESC EIR. The revised I-5 at Sacramento Railyards site would be moved approximately 350 feet north; however, the revised location is within a highly urbanized area within Downtown Sacramento and the need for additional offsite energy facilities are not expected to be required for this site as onsite electrical connections are available. Therefore, the impacts to energy infrastructure would be consistent with those analyzed in the May 2014 ESC EIR.

Changes introduced by the proposed digital billboard changes and/or new circumstances relevant to the project would not, as compared to the May 2014 ESC EIR, 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 previous EIR. 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 EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

Conclusion

As established in the discussions above regarding the potential effects of the revised offsite digital billboards element of the Sacramento Entertainment and Sports Center & Related Development project, substantial changes are not proposed to the project, nor have any substantial changes occurred that would require major revisions to the original EIR. The revised project would not include any substantial new information, changes, or impacts that would require major revisions to the May 2014 ESC EIR and 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 EIR. 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 EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative. Consequently, the revised ESC EIR project would not result in any conditions identified in CEQA Guidelines Section 15162, and a subsequent EIR is not required.

Based on the above analysis, this Addendum to the previously adopted Environmental Impact Report for the project has been prepared.