DIRECTOR REPORT

STAFF RECOMMENDATION
Staff recommends the Design Director approve, with conditions, a Site Plan and Design Review and a Tree Permit for the project known as DR23-218 (Railyards Lot 43). Draft Conditions of Approval and Findings of Fact for the project are included below.

REQUESTED ENTITLEMENTS
1. **Site Plan and Design Review** to develop a 475,786 square foot (including parking deck), five-story, 300-unit apartment building with 304 parking spaces within the Central Business District (C-3-SPD) zone and Sacramento Railyards Special Planning District (SPD).

2. **Tree Permit** for the removal of one street tree.

PROJECT INFORMATION
Location: Parking lot and vacant parcels bounded by 6th, 7th, F, and G Streets
Parcel Number(s): 002-0290-003-0000 and 002-0290-004-0000
Council District: 4
Applicant: Shannyn Henkel for FRH Realty LLC
5355 Mira Sorrento Drive, Ste 100
San Diego, CA 92129
Property Owner: Denton Kelley for Downtown Railyard Venture LLC
3140 Peacekeeper Way
McClellan, CA 95652
Project Planner: Sierra Peterson, Associate Planner

Land Use Information
General Plan: Residential Mixed Use (RMU)
Community Plan Area: Central City
Specific Plan: Sacramento Railyards Specific Plan
Zoning: Central Business District (C-3-SPD)
Special Planning District: Sacramento Railyards
Design Review Area: Sacramento Railyards SPD
Parking District: Urban
Existing Land Use of Site: Parking Lot and Vacant Land
Surrounding Land Use and Zoning

North: C-3-SPD Multi-family
South: C-3-SPD Office and Parking
East: C-3-SPD Office and Parking
West: C-3-SPD 6th Street Overpass

Site Characteristics

Existing Property Area: 2 parcels totaling 109,860 square feet / 2.52 acres
Topography: Flat
Street Improvements: Existing
Utilities: Existing in the street, new utilities onsite

Other Information

Concurrent Files: None
Previous Files: P05-097 (Master Plan) and M07-065 (Amendments to Master Plan)

ATTACHMENTS

Attachment 1: Project Plans
Attachment 2: Resolution No. 2016-0379 Certifying EIR

PROPOSED PROJECT AND ANALYSIS

Background

The project site consists of two parcels totaling 2.52 acres and bounded by 6th, 7th, F, and G Streets. The site is currently used for jury duty parking on the eastern portion of the site and the western portion is vacant. The site has no existing mature trees with exception to existing street trees. The location of the project site is part of the larger Railyards property that once housed the Southern Pacific Shops and has been vacant for approximately 20 years. The updated Railyards Specific Plan was approved in November 2016 and includes many provisions to help stimulate development in the long-dormant area.

The project is located within the Depot District of the Railyards Specific Plan. East of 5th Street the Depot District will include residential, office, and retail mixed use developments. Uses at the street level, including the 5th and 6th Streets rise over the railroad tracks, will engage pedestrians and provide a sense of interest up the moderate slope and over the tracks. Rising over the Union Pacific Railroad (UPRR) tracks, 5th and 6th Streets serve as the main vehicular, bicycle, and pedestrian links between the Depot District and Downtown and between the District and other planned Railyards districts. A majority of the residential units for the Railyards Specific Plan is anticipated in the C-3-SPD district.

Project Details

The proposed development consists of the construction of a five-story, 475,786 square foot, 300-unit apartment building, wrapping around an attached six-story parking garage with 304 parking spaces, and two interior courtyards on two existing lots totaling 2.52 acres. One off-site tree will
be removed for the proposed parking garage driveway. This request requires Design Director approval of Site Plan and Design Review and Tree Permit.

Site Plan and Design Review

Development Standards

Site Plan and Design Review is required for the project to ensure compliance with applicable development standards and design guidelines. The project is in the Central Business District (C-3-SPD), Sacramento Railyards Special Planning District, and Sacramento Railyards Design Review Area. The proposed project complies with the applicable development standards of the C-3-SPD Central Business District (C-3-SPD) and Sacramento Railyards SPD, as shown in Table 1 below.

<table>
<thead>
<tr>
<th>Standard</th>
<th>Code Section</th>
<th>Required</th>
<th>Provided</th>
<th>Deviation?</th>
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<tr>
<td>Height</td>
<td>§17.440.080</td>
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<td>Street Wall Height</td>
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<td>Street Setback</td>
<td>§17.216.850 and §17.440.080</td>
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<tr>
<td>Lot Coverage</td>
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<tr>
<td>Density</td>
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<tr>
<td>FAR</td>
<td>General Plan</td>
<td>3.0 min and 15.0 max</td>
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</table>

Open Space

A combination of private and common open space shall be provided for new multi-unit dwellings at a ratio of 100 square feet of open space per dwelling unit beyond the minimum required front-yard, side-yard, and rear-yard setbacks. The project requires a total of 30,000 square feet for 300 dwelling units. The open space is provided with a combination of a 21,530+/- square foot common open space in the three courtyards, roof deck, and linear park. An additional 10,534+/- square feet of private open space is provided with patios and balconies attached to individual units. The project will provide a total of 32,064+/- square feet of open space. The outdoor open spaces include seating areas, dining areas, BBQs, pool and spa, and landscaping.
Parking

The site is located within the Urban parking district and is located within one-quarter mile of an existing light rail station. Pursuant to the general provisions of the parking regulations, no parking is required for uses located within one-quarter mile from the center of an existing or proposed light rail station platform. Although no parking is required, the project provides 304 parking spaces for the proposed uses which is at a ratio of 1.01 parking spaces per unit. The parking garage is accessed from G Street, on the south facade. The parking is wrapped by the residential units and is not visible from the public right-of-way.

Bicycle parking is required for the multi-unit residential uses at a ratio of one space per 2 dwelling units for long-term parking and one space per 10 dwelling units for short-term parking. The project is providing 180 long-term parking spaces in the building, where 150 long-term spaces are required and 30 short-term spaces are required. While the total number of bicycle parking spaces are provided, people visiting the site short term will not have access to the bicycle room. The project has been conditioned to provide 30 short-term spaces that are accessible to people visiting the site and need to secure their bike on their own without entering the building.

Site and Architectural Design

The proposed project is a five-story, 475,786 square foot, 300-unit apartment building, wrapping around an attached six-story parking garage with 304 parking spaces, and two interior courtyards, exterior courtyard, and rooftop deck with a fitness amenity and pool.

The building includes four street-facing facades with differing color, material, fenestration pattern, and roof parapet heights. The building is split into varying heights to follow the existing grade sloping up to the corner of G Street and 6th Street. The differing heights provide visual interest and help to break up the massing of the facade. The main building entrance is located at the corner of G Street and 7th Street and includes a strong corner element emphasizing the corner as the main entrance with and metal awning element and private residential balconies wrapping around the building corner. The corner of the building with a red and grey color palette extends halfway down the south and east elevations before transitioning to complementary but different colors and materials. The materials on the south and east elevations in the red and dark grey color palette include brick veneer as a building base, cement plaster, corrugated metal, storefront window systems, metal guardrails at the balconies, and vinyl windows in the individual units.

The south elevation transitions to a lighter grey cement plaster material as the wall material accented with painted aluminum sunshades, metal railings and vinyl windows and doors.

The west elevation adjacent to the 6th Street bridge is articulated with vertical architectural elements to break up the massing adjacent to the public right-of-way. The 6th Street bridge was intended as the main connection for pedestrians between the Railyards and downtown. The street is a two-way, slower-moving, more pedestrian- and bicycle-friendly route with right-of-way of 80 feet, which includes two travel lanes, a center turning lane, as well as a Class 4 protected bicycle lane, parking lanes, sidewalks, and planting strips on both sides of the street. It was important for the project to provide pedestrian scale elements and a connection to the street. The building articulation provides small width vertical building elements that surround an exterior courtyard on
the southern portion of the building and at street level with 6th Street. People will be able to access the street level through the courtyard creating a strong connection for pedestrians. The materials on the southern portion of the building include light grey cement plaster, dark metal panels with integral color, metal balconies facing into the courtyard, and vinyl windows. The north portion of the west elevation includes vertical projecting architectural elements with asymmetrical parapet roofs, full height board and batten fiber cement board in a vertical application, and vinyl windows with a metal trim surround. The recessed portions of the building adjacent to the projections include a contracting lighter color cement plaster and vinyl windows.

The full height fiber cement board and batten element wraps around the corner of the building to the north elevation with vinyl windows with metal trim surrounds. The board and batten material transitions to a similar design to the south elevation with the light grey cement plaster design transitioning to the red and grey color palette and fenestration pattern. The repeated design elements create continuity of the design while providing architectural interest and serve to break up the massing of the building.

The east elevation introduces a new color pallet with cement plaster materials in a grid pattern with contrasting lighter cement plaster, metal guardrails, vinyl windows, and corrugated metal around the pedestrian door at grade.

The roof top includes a fitness center and socializing room (club) clad in corrugated metal and large windows. The rooftop element is setback 40-feet from the south and east street walls and will minimize the bulk and mass of the large rooftop element.

The ground floor residential lobby and first floor amenities include exterior courtyards wrapped by the building, leasing office, mail room, ride-hail waiting room, elevators, bike storage room, waste rooms, and mechanical equipment. The west side of the second floor includes a courtyard at street level with 6th street. There is a high point in the grade at the corner of the site G Street and 6th Street and while this courtyard is accessed at the second-story, the courtyard is at grade with 6th Street, creating a strong connection to the public realm.

The rooftop amenities include rooftop lobby, fitness center, socializing room (club), restrooms, BBQs, seating, pool and spa. There is also a linear park on the west side of the building between the bridge wall and the building.

Tree Permit

Pursuant to Sacramento City Code (SCC) 12.56, the removal of City trees requires a tree removal permit. This project proposes to remove one (1) City street tree identified as tree #241232, a 5-inch DSH Chinese pistache tree, according to the City tree inventory.

The tree is proposed for removal because it conflicts with driveway and garage entry construction. The applicant has provided a replacement plan that is consistent with the replacement requirements described in tree ordinance that includes the payment of in-lieu fees, payable at $325 per inch DSH removed, totaling $1,625.00, to be deposited to the Tree Planting and Replacement Fund.
PUBLIC / NEIGHBORHOOD OUTREACH AND COMMENTS

The project was noticed to property owners and residents within 500 feet of the subject site and the site was posted for the hearing. Neighborhood associations that were notified for the hearing include Downtown Sacramento Partnership (PBID), Alkali and Mansion Flats Historic Neighborhood Association, Preservation Sacramento, Civic Thread, Sacramento Area Bicycle Advocates, and Region Builders. Staff has not received any public comment letters.

ENVIRONMENTAL CONSIDERATIONS

The City certified a supplemental environmental impact report (SEIR) for the Railyards Specific Plan Update, KP Medical Center, MLS Stadium and Stormwater Outfall and adopted a mitigation monitoring plan (MMP) on November 10, 2016. (SCH No. 2006032058; Resolution No. 2016-0379). The SEIR evaluated the environmental effects of the Major League Soccer Stadium project and related public infrastructure. The physical changes that would be facilitated by the funding activities proposed have been evaluated in the SEIR.

The current project consists of Site Plan and Design Review to develop a 475,786 square foot (including parking deck), five story, 300 unit apartment building with 304 parking spaces within the Central Business District (C-3 SPD) zone and Sacramento Railyards Special Planning District (SPD and a Tree Permit for the removal of one street tree.

Planning staff has reviewed the proposed project and on the basis of the whole record before it, has determined that there are no substantial changes proposed to the project nor have any substantial changes occurred that would require major revisions to the 2016 EIR. Substantial evidence supports use of the EIR and the subsequent review provisions of the California Environmental Quality Act (CEQA) Guidelines Section 15162.

The CEQA Guidelines provide that a lead agency shall not prepare a subsequent or supplemental EIR in such a case unless one or more of the conditions set forth in CEQA Guidelines Section 15162 is present. The current project consists of residential uses that were evaluated in the EIR, and no additional environmental effects would result. The project is subject to compliance with the applicable mitigation measures from the adopted MMP. Staff has reviewed the proposed development and has determined that none of the conditions of CEQA Guidelines Section 15162 are present. No further environmental review is required.

FLOOD HAZARD ZONE

State Law (SB 5) and Planning and Development Code chapter 17.810 require that the City must make specific findings prior to approving certain entitlements for projects within a flood hazard zone. The purpose is to ensure that new development will have protection from a 200-year flood event or will achieve that protection by 2025. The project site is within a flood hazard zone and is an area covered by SAFCA’s Improvements to the State Plan of Flood Control System, and specific findings related to the level of protection have been incorporated as part of this project. Even though the project site is within a flood hazard zone, the local flood management agency, SAFCA, has made adequate progress on the construction of a flood protection system that will ensure protection from a 200-year flood event or will achieve that protection by 2025. This is
based on the SAFCA Urban level of flood protection plan, adequate progress baseline report, and adequate progress toward an urban level of flood protection engineer’s report that were accepted by City Council Resolution No. 2016-0226 on June 21, 2016 and the SAFCA 2023 Adequate Progress Annual Report accepted by City Council Resolution No. 2023-0337 on October 24, 2023.

**DRAFT FINDINGS OF FACT**

**Environmental**

1. The Design Director finds as follows:
   
   a. On November 10, 2016, pursuant to the California Environmental Quality Act (Public Resources Code §21000 et seq. (“CEQA”), the CEQA Guidelines (14 California Code of Regulations §15000 et seq.), and the City of Sacramento environmental guidelines, the City Council approved an Environmental Impact Report (EIR) and adopted Findings of Fact and Statement of Overriding Considerations and approved the Railyards Specific Plan Update, KP Medical Center, MLS Stadium and Stormwater Outfall and adopted a mitigation monitoring plan (MMP) on November 10, 2016. (SCH No. 2006032058; Resolution No. 2016-0379).

   The Railyards Lot 43 Project (DR23-218) (Current Project) proposes to develop a 475,786 square foot (including parking deck), five-story, 300-unit apartment building with 304 parking spaces within the Central Business District (C-3-SPD) zone and Sacramento Railyards Special Planning District (SPD and a Tree Permit for the removal of one street tree.

   b. Staff determined that there are no proposed changes to the Original Project that require the preparation of a subsequent EIR.

   c. The Design Director has reviewed and considered the information contained in the previously certified EIR for the Original Project, and all oral and documentary evidence received during the hearing on the Current Project. The Design Director has determined that the previously certified EIR, CEQA findings of fact and statement of overriding considerations constitute an adequate, accurate, objective, and complete review of the proposed Current Project and finds that no additional environmental review is required based on the reasons set forth below:

   d. No substantial changes are proposed by the Current Project that will require major revisions of the previously certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

   e. No substantial changes have occurred with respect to the circumstances under which the Current Project will be undertaken which will require major revisions to the previously certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
f. No new information of substantial importance as been found that shows any of the following:
   i. The Current Project will have one or more significant effects not discussed in the previously certified EIR;
   
   ii. Significant effects previously examined will be substantially more severe than shown in the previously certified EIR;
   
   iii. Mitigation measures previously found to be infeasible would in fact be feasible and would substantially reduce one or more significant effects of the Current Project; or
   
   iv. Mitigation measures which are considerably different from those analyzed in the previously certified EIR would substantially reduce one or more significant effects on the environment.

2. The mitigation monitoring program for the Project remains in effect and applies to the Railyards Lot 43 Project (DR23-218). The mitigation monitoring program meets the requirements of CEQA section 21081.6 and CEQA Guidelines section 15091.

3. Upon approval of the Railyards Lot 43 (DR23-218), the applicant shall file or cause to be filed a Notice of Determination with the Sacramento County Clerk and, if the project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to section 21152(a) of the Public Resources Code and the State EIR Guidelines adopted pursuant thereto.

4. Pursuant to Guidelines section 15091(e), the documents and other materials that constitute the record of proceedings upon which the City Council has based its decision, including the previously-certified EIR, are located in and may be obtained from, the Office of the City Clerk at 915 I Street, Sacramento, California. The City Clerk is the custodian of records for all matters before the City Council.

**Site Plan and Design Review**

5. The design, layout, and physical characteristics of the proposed project are consistent with the general plan and any applicable specific plan or transit village plan in that the proposal adheres to the goals and policies of the general plan land use designation Residential Mixed Use (RMU) as it provides a high density residential use adjacent to public transit fostering a vibrant, walkable area where daily errands can be accomplished on foot, by bicycle, or by transit.

6. The design, layout, and physical characteristics of the proposed development are consistent with all applicable design guidelines and with all applicable development standards. The project is a contemporary design concept with modern materials and architectural elements that includes high quality, durable materials across all building elevations; as such the proposal is consistent with the Railyards design guidelines.
7. All streets and other public access ways and facilities, parking facilities, and utility infrastructure are adequate to serve the subject site and comply with all applicable design guidelines and development standards.

8. The design, layout, and physical characteristics of the proposed project are visually and functionally compatible with the surrounding neighborhood in that the proposed project will result in the construction of housing and commercial space that will activate street frontage. The project is consistent with the scale, massing, setbacks, and complimentary to other developments within the neighborhood.

9. The design, layout, and physical characteristics of the proposed project ensure energy consumption is minimized and use of renewable energy sources is encouraged in that the building will have to comply with Title 24 energy compliance standards.

10. The design, layout, and physical characteristics of the proposed development are not detrimental to the public health, safety, convenience, or welfare of persons residing, working, visiting, or recreating in the surrounding neighborhood and will not result in the creation of a nuisance in that the project will add to the continued urbanization of the Railyards with multi-story residential building that will enhance the neighborhood with additional housing options and will incorporate an architectural design that compliments the surrounding neighborhood and will activate the pedestrian streetscape along 6th and 7th Streets.

**Tree Permit**

11. The Tree Permit for the removal of one (1) City street tree identified as City street tree #241232, according to the City tree inventory, is approved based on the following Findings of Fact:

a. The removal of the tree is proposed because it conflicts with driveway and garage entry construction.

b. The replacement plan is consistent with the standards set forth in section 12.56.060 of the Tree Planting, Maintenance and Conservation Ordinance.

**200-Year Flood Protection**

12. The project site is within an area for which the local flood-management agency has made adequate progress (as defined in California Government Code section 65007) on the construction of a flood-protection system that, for the area intended to be protected by the system, will result in flood protection equal to or greater than the urban level of flood protection in urban areas for property located within a flood-hazard zone, as demonstrated by the SAFCA Urban Level of Flood Protection Plan and Adequate Progress Baseline Report and the SAFCA Adequate Progress Toward an Urban Level of Flood Protection Engineer’s Report, each accepted by the City Council on June 21, 2016 (Resolution No. 2016-0226), and the SAFCA 2023 Adequate Progress Annual Report accepted by the City Council on October 24, 2023 (Resolution No. 2023-0337).
DRAFT CONDITIONS OF APPROVAL

Site Plan and Design Review

Design Review / Planning

1. Provide 30 short-term bicycle parking spaces at the exterior of the building that are accessible to people visiting the site and need to secure their bike on their own without entering the building.

2. The proposed construction of a new apartment building is approved per attached plans and conditions of approval.

3. Provide the following building materials on the mixed-use building as indicated per approved plans.
   a. Thin brick veneer siding
   b. Painted cement plaster
   c. Fiber cement board large format with reveals
   d. Fiber cement board and batten siding
   e. Black anodized aluminum storefront system
   f. Prefinished integral color architectural grade metal panel with reveals
   g. Prefinished architectural grade corrugated metal
   h. Vinyl windows
   i. Glass balcony with metal top rail (perforated metal panels may be used a substitution at these locations)
   j. Painted metal guardrails and the balconies
   k. Painted perforated aluminum sun shades
   l. Vinyl window with metal trim surround
   m. Painted metal canopy

General

4. Any modifications to the approved project shall be subject to the review and approval of Planning staff (and may require additional entitlements).
5. All mechanical equipment proposed shall be screened to fit in with the design of the project per approved plans, and not exceed parapet height or be visible from any street or pedestrian views. Rooftop mechanical equipment shall be at or below the parapet or provide integral self-supporting screening system. Location of HVAC units and any other rooftop mechanical equipment and screening design shall be per approved plans.

6. Construct landscape improvements including all required irrigation, ground coverings, shrubs, and trees as shown on the final approved landscape plan exhibit.

7. A photometric plan shall be provided for all outdoor lighting in and around the site at the time of plan check. Any new building mounted lighting shall occur subject to final review and approval by Planning staff.

8. Lighting:
   a. The type and location of the outdoor and exterior lighting (buildings, parking areas, etc.) shall be approved by Planning and Design Review staff during building plan check. Lighting shall be provided at the ground-level on all sides of the building and at each building entry.
   b. Per Section 17.612.030(B), exterior lighting shall reflect away from public streets. Fixtures shall be unobtrusive and complementary to the architectural design of the building. Lighting shall be designed so as not to produce hazardous and annoying glare to motorists and building occupants, adjacent residents, or the general public.
   c. The design of the light fixtures within the garage parking area shall be reviewed and approved by Planning and Design Staff. A lighting and photometric plan shall be provided for review and approval as part of Building Permit documents.

9. The project shall provide bicycle parking as indicated on the approved plans and consistent with city code requirements. 150 long-term bicycle parking spaces and 30 short-term bicycle parking stalls will be provided on and off-site. The design and location of the bicycle parking facilities for long-term parking shall be per approved plans. Modifications will require additional Planning review and approval.

10. No signage has been reviewed or approved through the Site Plan and Design Review process. All future signage shall conform to the sign code standards found in SCC section 15.148.160 and shall be reviewed under the separate sign permitting process.

11. The applicant shall obtain all necessary building and encroachment permits prior to commencing construction. No permits shall be issued within the 10-day appeal period.

12. All other notes and drawings on the final plans as submitted by the applicant are deemed conditions of approval. Any work that differs from the final set of plans approved by the Planning staff shall be subject to review and approval prior to issuance of a building permit.
13. 93 Planning In-progress inspections shall be called for prior to the following Building Inspections: 10 Bldg-Foundation Forms, 12 Bldg-Concrete Slab Forms, and 19 Bldg-Frame. An 89 Planning Final shall be called for prior to 29 Building Final.

14. Contractor and design team shall contact Planning Site Conditions unit (Brad Marchetti – bmarchetti@cityofsacramento.org) for a Pre-construction meeting prior to any grading or construction activities on-site.

15. This approval is valid for three years and is subject to SCC section 17.808.400.

Environmental Planning Services

16. Compliance with the adopted Mitigation Monitoring Plan (Resolution No. 2016-0379). Implementation and compliance with applicable mitigation measures shall be completed as described in the adopted Mitigation Monitoring Plan (Resolution No. 2016-0379).

17. In the event that archaeological resources or human remains are encountered during construction, work within 100 feet of the discovery shall cease until a notice to proceed is issued by the City. The applicant shall notify the City of Sacramento Manager of Environmental Planning Services (phone 311 or (916) 799-1531; email tbuford@cityofsacramento.org) and shall comply with City direction, and federal and State regulations and guidelines regarding the treatment of cultural resources and human remains. The Coroner shall be notified in the event human remains are discovered; the applicant shall be responsible for the employment of a qualified archaeologist to advise regarding treatment of any artifacts.

18. The project applicant shall conduct any tree removal activities required for project construction outside of the migratory bird and raptor breeding season (February 1 through August 31) where feasible. All trees slated for removal during the nesting season shall be surveyed by a qualified biologist no more than 48-hours before removal to ensure that no nesting birds are occupying the tree.

19. For any construction activities that will occur between February 1 and August 31, the applicant shall employ a qualified biologist to conduct preconstruction surveys in suitable nesting habitat on or near the construction area for nesting raptors and migratory birds. If the biologist determines that construction may occur without impacting the breeding effort, the nest(s) shall be monitored by the biologist during construction. If the biologist concludes that the project would impact the nest, construction activities will cease until the nest is no longer active. Completion of the nesting cycle shall be determined by the biologist.

20. Sacramento Metropolitan Air Quality Management District Basic Construction Emission Control Practices apply and compliance is required. See www.airquality.org. Other air district rules may apply and the air district should be consulted.
Department of Utilities

21. The applicant shall participate in the Railyards Finance Plan and pay all required fees, including all DOU development impact fees.

22. The applicant shall comply with the conditions of the Railyards Tentative Subdivision Map (P15-040) as applicable unless otherwise approved by the Department of Utilities (DOU).

23. Improvement plans and project specific studies shall be consistent with the “Utilities and Services: Infrastructure Section” of the Sacramento Railyards Specific Plan, the approved Railyards Water, Sewer, and Drainage Master Plans, including the South of the Tracks Area (SOTA) Improvement Plans Drainage Design Report. Any deviations from the approved studies will require an addendum.

24. The project shall be consistent with the approved Railyards Water Master Plan, including addendums. Concurrent with the submittal of improvement plans, prepare a project specific water study for review and approval by the DOU. The water system shall be designed to satisfy the more critical of the two following conditions: (1) at maximum day peak hour demand, the operating or "residual" pressure at all water service connections shall be at least 30 pounds per square inch, (2) at average maximum day demand plus fire flow, the operating or "residual" pressure in the area of the fire shall not be less than 20 pounds per square inch. The water study shall determine if the existing and proposed water distribution system is adequate to supply fire flow demands for the project. A water supply test may be required for this project. Failure to submit the water study may delay review and approval.

25. Per City Code Section, 13.04.070, multiple water services to a single lot or parcel may be allowed if approved by DOU Development Review and Operations and Maintenance staff. Any new water services (other than fire) shall be metered. Excess services shall be abandoned to the satisfaction of the DOU.

26. Common area landscaping shall have a separate street tap for a metered irrigation service.

27. The project is served by the Combined Sewer System (CSS). Therefore, the developer/property owner will be required to pay the Combined Sewer System Development Fee prior to the issuance of building permit. Note: This development is part of a larger project, Railyards, that was granted 25 ESDs at the lower rate. The Railyards development has exhausted these credits; therefore, this project will be charged at the higher rate.

28. The project shall be consistent with the approved Railyards Sewer Master Plan, including addendums. All additional sewer flows shall be mitigated. Any deviations from the approved study will require an addendum to the approved Railyards Sewer Master Plan.

29. The onsite water, sewer, and storm drain systems shall be private systems maintained by the owner, association, or other approved entity.

30. Onsite sewer and drainage facilities shall be separated systems.
31. All on-site drainage systems shall be designed to the standards specified in the DOU onsite manual.

32. The drainage study shall be consistent with the approved Railyards Drainage Master Plan, including addendums. The applicant shall prepare a project specific drainage study meeting the criteria specified in the current Design and Procedures Manual, for review and approval by the DOU. Failure to submit the drainage study may delay review and approval. If the proposed development exceeds the imperviousness that was specified in the accepted drainage master plan, then the applicant shall provide drainage mitigation and an addendum for the additional impervious area. An agreement may be required for detention and Low Impact Development (LID) features.

33. Until the drainage pump station has been completed and accepted by the DOU, drainage retention will be required for any increase in imperviousness. The drainage retention required shall be sized per the approved Railyards Drainage Master Plan. Demonstrate the temporary storm drain retention basin allotted for the South of the Tracks (SOTA) development area has sufficient capacity. Any deviations from the approved studies will require an addendum.

34. Per City Code, the applicant may not develop the project in any way that obstructs, impedes, or interferes with the natural flow of existing off-site drainage that crosses the property. The project shall construct the required public and/or private infrastructure to handle off-site runoff to the satisfaction of the DOU. If private infrastructure is constructed to handle off-site runoff, the applicant shall dedicate the required private easements, and/or, at the discretion of the DOU, the applicant shall enter into and record an Agreement for Maintenance of Drainage with the City, in a form acceptable to the City Attorney.

35. No more than 6,000 square feet is allowed to sheet drain over a public sidewalk. If the area is larger than 6,000 square feet, then an on-site surface drainage system is required and shall be connected to the street drainage system by means of a storm drain service tap. All on-site systems shall be designed to the standard specified in the DOU onsite manual.

36. The project is subject to meet the Greenfield Development requirements. The finished floor of new structures shall be at least 12-inches above the highest adjacent 100-year event HGL of the City’s drainage system and at least 18-inches above the controlling overland release point in the public right-of-way. See Section 11.1.3 of the DPM for a definition of overland release point.

37. A grading plan showing existing and proposed elevations is required. Adjacent off-site topography shall also be shown to the extent necessary to determine impacts to existing surface drainage paths. No grading shall occur until the grading plan has been reviewed and approved by the DOU.

38. This project will disturb more than one (1) acre of land; therefore, the project is required to comply with the State’s “Construction General Permit”. To comply with the State Permit, the applicant must file a Notice of Intent (NOI) through the State’s Storm Water Multiple Application and Report Tracking System (SMARTS). A valid WDID number must be obtained and provided to the DOU prior to the issuance of any grading permits.
39. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance requires the applicant to show erosion and sediment control methods on the construction drawings. These plans shall also show the methods to control urban runoff pollution from the project site during construction.

40. Post construction (permanent), stormwater quality control measures shall be incorporated into the development to minimize the increase of urban runoff pollution caused by development of the area. The project is an area not served by an existing regional water quality control facility and/or the project has more than one-acre of new or modified impervious area; therefore, Low Impact Development (LID), certified full capture trash control devices, on-site treatment, and source control measures will be required. The on-site stormwater treatment control measures required may affect site design and site configuration and should be considered during early planning stages.

41. A separate maintenance agreement may be required for on-site treatment control measures, low impact development (LID), and full capture control devices. Contact DOU for a list of accepted proprietary devices considered for treatment control and full capture trash control. Construction drawings must include all proposed source controls and on-site water quality measures selected for the site. Refer to the latest edition of the “Stormwater Quality Design Manual for the Sacramento Region” for appropriate measures.

Park Planning and Development Services

42. As per City Code, the applicant will be responsible to meet his/her obligations regarding:

a. Title 17, 17.512 Park Dedication due for this project is 1.11 acres. This is based on the creation of 300 new multi-family residential units in the Central City Community Plan Area. The Quimby obligation is satisfied with the dedication of Vista Park Irrevocable Offer of Dedication.

b. Title 18, 18.56 Park Development Impact Fee, due at the time of issuance of building permit. The Park Development Impact Fee is estimated at $1,299,900. The Park Development Impact Fee due for this project is based on the Central City Incentive Zone Rate of a maximum of $4,333 for units over 2,000 square feet. Any change in these factors will change the amount of the PIF due. The fee is calculated using factors at the time that the project is submitted for building permit.

Department of Public Works

43. Comply with requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division Office (P15-040).

44. Meet all conditions of the Development Agreement for the Railyards Project (P15-040).
45. The applicant shall annex into and pay all fees associated with the Railyards Specific Plan Finance Plan to the satisfaction of the City of Sacramento.

46. The calculated fee pursuant to the I-5 Sub-Regional Corridor Mitigation Fee Program is required to be paid concurrent with issuance of a Building Permit (or functional equivalent for Building Permit exempt construction).

47. Construct standard public improvements as noted in these conditions pursuant to Title 17 of the City Code. Improvements shall be designed to City Standards and assured as set forth in Section 17.502.130 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Department of Public Works. Any public improvement not specifically noted in these conditions shall be designed and constructed to City Standards. This shall include the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk adjacent to the subject property along 6th Street, 7th Street, F Street and G Street per City standards to the satisfaction of the Department of Public Works.

48. Construct Buffered Bike Lanes on 6th Street per the Railyards Specific Plan to the satisfaction of the Department of Public Works.

49. All new and existing driveways shall be designed and constructed to City Standards to the satisfaction of the Department of Public Works.

50. All potential users of the gated vehicular garage entry shall be equipped with remote access controls/fobs for quick access to the garage to the satisfaction of the Department of Public Works.

51. Bulb outs/curb extensions are required where there is on-street parking in the central City area or as directed by the Department of Public Works. Locations of bulb outs must be reviewed and approved by the City Traffic Engineer. The applicant shall construct bulb-outs/ curb extensions to the satisfaction of the Department of Public Works.

52. All crosswalks shall be disability access compliant; curb ramps shall be installed and/or relocated as determined necessary by the Department of Public Works at each intersection.

53. The site plan shall conform to A.D.A. requirements in all respects. This shall include the replacement of any curb ramp that does not meet current A.D.A. standards.

54. The site plan shall conform to the parking standards set forth in City Code 17.608.040.

55. The applicant shall provide a signing and striping improvement plan if new signage or striping is proposed; or if existing signing and/or striping is removed or relocated. The plans shall be to the satisfaction of the Department of Public Works.

56. All right-of-way and street improvement transitions that result from changing the right-of-way of any street shall be located, designed and constructed to the satisfaction of the Department of Public Works.
57. The applicant shall apply for a revocable encroachment permit for any proposed encroachments onto the right of way (i.e. signage, bike racks, awnings, etc.) and must meet all requirements of such permit to the satisfaction of the Department of Public Works.

58. The applicant shall apply for a revocable encroachment permit for any proposed improvements within the City's 6-foot MSE wall maintenance easement. The applicant shall be responsible for removal of any improvements constructed within this easement that may interfere with the maintenance of the Wall and 6th street bridge to the satisfaction of the Department of Public Works.

59. The applicant shall submit a complete structural and geotechnical design of the proposed modifications to the existing slope and maintenance easements prepared by a licensed structural engineer for City review and approval. The applicant shall pay for the cost of a third-party structural review by a licensed structural engineer to review the submitted design and proposed modifications of the existing slope and maintenance easements along the 6th Street Bridge and G street to the satisfaction of the Department of Public Works.

60. The applicant shall submit a plat map showing all proposed modifications to the existing MSE wall slope easements and maintenance easements. The existing recorded agreement “Easement Agreement for Slope Maintenance” will also need to be modified to reflect the proposed modifications to existing easements to the satisfaction of the Department of Public Works.

61. The design of walls, fences and signage near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited to 3.5' in height at maturity. The area of exclusion shall be determined by the Department of Public Works.

62. Coordinate with the Department of Public Works, Parking Division for the installation of a loading zone along G Street. The applicant shall be responsible for the cost of removal of any existing parking equipment and signage and for the installation of a loading zone and associated markings and signage to the satisfaction of the Department of Public Works.

63. If unusual amounts of bone, stone, or artifacts are uncovered, work, in the area within the distance required by federal requirements will cease immediately and a qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant effect before construction resumes. A note shall be placed on the final improvement plans referencing this condition.

Sacramento Sewer

64. Prior to the ISSUANCE OF A BUILDING PERMIT: The owner must contact Permit Services Unit at PermitServices@sacsewer.com or by phone at (916) 876-6100 to
determine if SacSewer impact fees are due. Fees are to be paid prior to the issuance of building permits

Sacramento Municipal Utility District (SMUD)

65. SMUD has existing underground 21kV facilities along all sides of the property (east side of 6th Street, north side of G St, east side of 7th Street and north side of F Street) that will need to remain. SMUD also has underground 115 kV transmission facilities along the east side of the property (west side of 7th Street) that will need to remain. SMUD also has underground 12 kV facilities along the east side of the property (in 7th Street) that will need to remain. The Applicant shall be responsible for maintaining all CalOSHA and State of California Public Utilities Commission General Order No. 128 safety clearances during construction and upon building completion. If the required clearances cannot be maintained, the Applicant shall be responsible for the cost of relocation.

66. Structural setbacks less than 14-feet shall require the Applicant to conduct a pre-engineering meeting with all utilities to ensure property clearances are maintained.

67. Any necessary future SMUD facilities located on the Applicant's property shall require a dedicated SMUD easement. This will be determined prior to SMUD performing work on the Applicant's property.

68. In the event the Applicant requires the relocation or removal of existing SMUD facilities on or adjacent to the subject property, the Applicant shall coordinate with SMUD. The Applicant shall be responsible for the cost of relocation or removal.

69. SMUD reserves the right to use any portion of its easements on or adjacent to the subject property that it reasonably needs and shall not be responsible for any damages to the developed property within said easement that unreasonably interferes with those needs.

70. The Applicant shall not place any building foundations within 5-feet of any SMUD trench to maintain adequate trench integrity. The Applicant shall verify specific clearance requirements for other utilities (e.g., Gas, Telephone, etc.).

71. The Applicant shall comply with SMUD siting requirements (e.g., panel size/location, clearances from SMUD equipment, transformer location, service conductors). Information regarding SMUD siting requirements can be found at: [https://www.smud.org/en/Business-Solutions-and-Rebates/Design-and-Construction-Services](https://www.smud.org/en/Business-Solutions-and-Rebates/Design-and-Construction-Services).

72. SMUD requires a minimum of 30" separation between the edge of the manhole or vault lid and any other object.

73. During SMUD’s routine maintenance or during emergency repairs at manholes or vault lids, SMUD reserves the right to close off the area/sidewalk directly surrounding the manholes/vault lids to ensure the public's safety and the safety of SMUD's crews.
74. SMUD operates high priority underground transmission lines in proximity to the proposed development. The developer and their agents will be responsible to protect these high priority installations. Any construction excavation activities in proximity to the high priority lines shall obey SMUD technical procedure TP0601, "REQUIREMENTS FOR EXCAVATION IN PROXIMITY OF SMUD's UNDERGROUND TRANSMISSION CABLES". [https://www.smud.org/-/media/Documents/Corporate/Working-with-SMUD/Land-Use/Requirements-for-Excavations.ashx](https://www.smud.org/-/media/Documents/Corporate/Working-with-SMUD/Land-Use/Requirements-for-Excavations.ashx)

75. The shown transformer location and space on the provided plans will have to be validated by SMUD to ensure it meets all location, spacing and design criteria per the requested service size. Additional space may be required pending the requested service size. This may include space for a switch or switches pending the service requirements. Please contact SMUD Line Design for additional information.

**Recycling and Solid Waste Division**

76. Project must meet the requirements outlined in City Code Chapter 13.10, 13.24, and 17.616.

77. The trash rooms must have sufficient space to store bins for trash, recycling, and organics. Containers may be used with an increase in collection frequency as an alternative to bins. The resident trash rooms shall have containers or chutes for trash, recycling, and organics. The proposed plans show two chutes, one for garbage and one for recycling. Applicant shall share with City how residents will be able to dispose of organic waste. Minimum service levels for recycling and organics are found in Chapter 13.24.570. Please ensure the proposed service levels meet the minimum requirements.

78. Applicant must provide a statement of how trash, recycling and organics will be organized and collected after project is complete, per City Code Chapter 17.616.020. This statement must explain how the property manager will collect from the trash, recycling and organics receptacles located around the site and place each material type in the appropriate bin in the trash enclosure. Property management shall have sufficient staff to bring bins out to the street for service and return them to the waste rooms after service; the commercial waste hauler servicing the site will not be responsible for bringing the bins out to the street for service.

79. Solid waste trucks must be able to safely move about the project, with minimum backing, and able to empty the containers safely. Staff recommends that waste collection service be provided outside of peak hours.

80. This project will be required to submit a Construction and Demolition (C&D) Debris plan, as outlined on the City's web site at [http://www.cityofsacramento.org/public-works/RSW/Collection-Services/Recycling/Construction-and-Demolition.](http://www.cityofsacramento.org/public-works/RSW/Collection-Services/Recycling/Construction-and-Demolition.) Please contact the Solid Waste C&D team if you have any questions: (916) 808-0965 or C&D@cityofsacramento.org
**Sacramento Police Department**

*Lighting*

81. Exterior lighting shall be white light using LED lamps with full cutoff fixtures to limit glare and light trespass. Color temperature shall be between 2700K and 4100K with a color rendering index of 80 or higher and a light loss factor of .95 or better. When choosing lamps, the applicant shall look for efficiency of 110 lumens per watt or better. All existing exterior fixtures shall be replaced with fixtures that meet this requirement.

82. **Light poles, if applicable, shall be no higher than 16’.**

83. Broken or damaged exterior lighting shall be repaired or replaced within 48 hours of being noted.

84. Entry drives, drive aisles, parking and bicycle parking shall be illuminated to a maintained minimum of 1.5 foot candles per square foot of parking area at a 6:1 average to minimum ratio.

85. Exterior walkways, alcoves and passageways shall be illuminated to a maintained minimum of 1/3 foot candles per square foot of surface area at a 6:1 average to minimum ratio.

86. Exterior lighting distribution and fixtures shall be approved by the Sacramento Police Department CPTED Sergeant (or designee) prior to issuance of a building permit.

87. Exterior lighting shall be designed in coordination with the landscaping plan to minimize interference between the light standards and required illumination and the landscape trees and required shading.

88. Exterior lighting shall be shielded or otherwise designed to avoid spill-over illumination to adjacent streets and properties.

*Landscaping*

89. All mature landscaping shall follow the two-foot, six-foot rule. All landscaping shall be ground cover, two feet or less and lower tree canopies of mature trees shall be above six feet. This increases natural surveillance, eliminates hiding areas within the landscape, and provides for tenants and users a safer environment.

90. Tree canopies shall not interfere with or block lighting. This creates shadows and areas of concealment. The landscaping plan shall allow for proper illumination and visibility regarding lighting and surveillance cameras through the maturity of trees and shrubs.
Security

91. Fencing, if applicable, shall be of decorative tubular steel, no climb type and a minimum of 6' in height.

92. A Video Assessment and Surveillance System (VASS) shall be installed at the site and maintained by a property management company, security company, or designee.

93. Manager with access to VASS storage shall be able to respond to any activation within two hours.

94. Cameras shall be day/night capable with a resolution of no less than two (2) megapixels and a minimum frame rate of 15 frames per second.

95. Each driveway entrance and each building entrance shall be covered by a camera set at 100 pixels per foot or higher.

96. VASS shall be capable of exporting footage to common media in a standard viewing format and shall not require proprietary software for third party viewing.

97. VASS shall be capable of storing no less than 30 days' worth of activity.

98. VASS shall provide comprehensive coverage of:
   - areas of ingress and egress
   - parking lot
   - coverage of all four (4) exterior sides of the property
   - adjacent public rights of way
   - main lobby entrances
   - hallways
   - elevators

99. No more than 10 percent of the square footage of windows and clear doors for retail purposes shall be blocked by advertising, signs, shelves or anything else. All advertising, signs, and shelving shall be placed and maintained in a manner that ensures that law enforcement personnel have a clear and unobstructed view of the interior of the premises from the exterior public sidewalk or entrance to the premises. All signs shall comply with the City Code.

100. All dumpsters shall be kept locked or in locked enclosures. Gating for dumpster enclosures should be slatted to allow visual surveillance of the interior.

101. Exterior trash receptacles shall be of a design to prevent unauthorized removal of articles from the trash bin.

102. Any graffiti painted or marked upon the premises or on any adjacent area under the control of the applicant shall be removed or painted over with matching paint within 72 hours of being applied.
103. Exterior benches shall be constructed so as to deter skateboarding (e.g., center armrest partitions).

104. Property management shall be responsible for the daily removal of all litter from the site.

105. Applicant shall install a law enforcement “Knox Box” for police access to common areas on the premises, including, but not limited to the main lobby entrance of EACH building, parking areas, etc. If elevators can only be operated via electronic access card, management shall ensure a card is placed in the exterior knox box.

106. The Applicant’s project, including other projects within the Railyards project area, shall be subject to covenants, conditions and restrictions (CC&Rs) that requires the employment of a uniformed security service by an association formed under the CC&Rs which is available to respond 24/7 to onsite disturbances. The security service shall be registered and in good standing with the Bureau of Security and Investigative Services (BSIS). Applicant may request a modification of this condition at any time. Any request for modification shall be in writing and submitted to the Sergeant of the Sacramento Police Department’s CPTED unit and specify the desired modification(s). The Sacramento Police Department will evaluate the modification request and will respond within 30 days of receipt of the request.

**During Construction**

107. The applicant shall enclose the entire perimeter of the project with a chain link fence with necessary construction gates to be locked after normal construction hours.

108. The location shall be monitored by security after normal construction hours during all phases of construction. This can be done via remote camera monitoring.

109. Adequate security lighting shall be provided to illuminate vulnerable equipment and materials. Lighting shall be white light with full cut off fixtures.

**Fire**

110. Timing and Installation. When fire protection, including fire apparatus access roads and water supplies for fire protection, is required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction. California Fire Code Section 501.4

111. Provide a water flow test. (Make arrangements with the Department of Utilities at 916-808-7890 or by email at DOUdevelopmentreview@cityofsacramento.org, California Fire Code Section 507.4

112. Note: the fire control room when housing a fire pump shall have a minimum 1-hour fire separation from the remainder of the building. The provided floor plan identifies an area of approximately 1,000 square feet of “Mechanical Room” where the fire control room is identified. Construction drawings when submitted will shall identify a dedicated fire
control/fire pump room of a minimum of 200 square feet in area with a direct access door to the exterior. California Fire Code as Amended by the Sacramento City Code Section 901.4.7

113. Provide standpipe hose valves at the intermediate landing levels of stairways as required by the Sacramento Fire Official.

114. Emergency Responder Radio Coverage may be required. Testing shall be conducted by an authorized technician to verify compliance with section 510, California Fire Code. This test shall verify that the building will support the Sacramento City Fire Department Radio Communication System. This test shall be performed in accordance with California Fire Code section 510.4.1.

115. Provide a Site Safety Plan in compliance with Section 3303 of the California Fire Code. The plan shall identify at minimum, the following safety precautions during demolition and construction:
   a. Name and contact information of the Owner’s authorized agent (Site Safety Director) responsible for the development, implementation and maintenance of an approved written site safety plan.
   b. Procedures for reporting emergencies.
   c. Fire Department Access Routes.
   d. Location of fire protection equipment, including type and size of fire extinguishers.
   e. Smoking and cooking policies that include designated safe areas where smoking and cooking may occur with adequate signage in accordance with Section 3305.8
   f. Location(s) and proper safety considerations for temporary heating and any associated equipment.
   g. Hot Work Plan when any welding and/or cutting shall occur.
   h. Means of providing safeguards to minimize the risk of unwanted releases, fires or explosions involving hazardous materials, such as ignitable liquids/vapors or other combustible materials and ignition sources (cutting and welding, etc).
   i. Designated smoking areas free of ignitable vapors and other combustible materials.

Building

116. The parcels must be merged before a building permit can be issued. The new structures cannot be constructed over property lines, as this creates fire separation distance conflicts.

117. Unless specifically modified in Chapter 4 and this chapter, adhere to the limits set in CBC 504 and 506 for building height, number of stories, and building area. These limits are based on the construction type determined by CBC 602 and occupancies as determined by CBC 302, except for modifications provided elsewhere. Apply provisions for building height, number of stories, and building area independently. If separated by one or more fire walls compliant with CBC 706, consider each section as a separate building for area and height calculations. [CBC 503.1]
118. Using both a height and area increase for occupancies regulated by the Office of the State Fire Marshal is prohibited. Consider this restriction when determining the allowable area and height for an R-2 occupancy.

119. At the time of permit submittal, please ensure that complete detailing is provided to demonstrate compliance with §705.3 exception 2 for all occupant use openings between the S-2 garage and the residence building. The opening protection must have a fire protection rating of no less than 1 ½.

**Tree Permit**

120. The Tree Permit for the removal one (1) City street tree identified as tree #241232, a 5-inch DSH Chinese pistache tree, according to the City tree inventory.

121. The applicant shall pay in-lieu fees of $1,625.00 to be deposited to the Tree Planting and Replacement Fund, due upon receipt of the invoice.

122. The applicant shall retain all trees permitted for removal until after all fees associated with the application for a building permit have been paid.

123. The applicant shall replant the tree #241229 planting site with a 15-gallon crape myrtle tree, to the satisfaction of the City Urban Forester.

**Advisory Notes**

The following advisory notes are informational in nature:

ADV 1. The proposed project is located in a Zone X on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs). Accordingly, the project site lies in an area with no requirements to elevate or flood proof.

ADV 2. All groundwater discharges to the Combined or Separated Sewer and/or drainage systems must be regulated and monitored by the DOU (City Council Resolution #92-439). Groundwater discharges to the City’s sewer system are defined as follows; 1) Construction dewatering discharges, 2) Treated or untreated contaminated groundwater cleanup discharges, 3) Uncontaminated groundwater discharges, and 4) Discharges associated with soil remediation projects.

ADV 3. As of January 1, 2018, all new multi-family residential construction will require sub-metering of each residential unit pursuant to all requirements found in California Senate Bill 7 (SB7). These requirements at a minimum include installing sub meters, billing for water based on the sub meters, and long-term calibration and maintenance of the sub meter. The SB7 requirements are the responsibility of the property owner.

ADV 4. The Railyards Master Developer is required to extend the public 18-inch transmission water main in 7th Street to the satisfaction of the DOU. The extension will need to be completed prior to the approval of future phase maps, excluding The Railyards Unit 1 and Unit 3 Final Maps, FPM22-0003 and FPM22-0033,
ADV 5. The applicant is responsible for obtaining all necessary permits, easements, and approvals from federal, state, and applicable local agencies (i.e., California Department of Transportation (Caltrans), Union Pacific Railroad (UPRR), etc.) for the construction of this project.

ADV 6. On October 24, 2023, and November 14, 2023, City Council adopted Resolutions 2023-0338 and 2023-0368, respectively, to adjust the Water System, Sewer, and Combined Sewer Development Fees, as well as, establish the Storm Drainage Development Fee to align with updated Nexus Studies. These resolutions provide for an effective date for the new Utility Development Fees as of January 22, 2024.

ADV 7. This development project is part of a larger development, The Railyards. Projects with submitted grading permit applications or subdivision improvement plan applications that have been accepted for processing by the City and have paid application fees prior to January 22, 2024, or grading permit applications or subdivision improvement plans approved prior to January 22, 2024, are not subject to the adjusted fee amounts for five years after January 22, 2024.

ADV 8. City of Sacramento permits must be obtained for private patrol, alarms, and camera systems.

Respectfully Submitted:  
Sierra Peterson  
Associate Planner

Recommendation Approved:  
Matthew Sites  
Senior Architect, AIA

The decision of the Design Director may be appealed to the Planning and Design Commission. An appeal must be filed within 10 days of the Design Director's hearing. If an appeal is not filed, the action of the Design Director is final.
### Building Project Description

A 300 UNIT DEVELOPMENT CONSISTING OF A
5-STORY TYPE II-A RESIDENTIAL BUILDING
+ 6-STORY TYPE I-A PARKING STRUCTURE

**Gross Land Area**
- 2 acres
- Residential: 1 acre
- Parking Structure: 1 acre

**Parking Structure Gross Area**
- 14,013 sq. ft.

**Total UAS**
- 300 units

**Open Space**
- 60 sq. ft. per unit min

**Lot Coverage**
- 84%

**Current Zoning**
- 01.02 PG & Fl.
- 02.01 Commercial

### Project Information

**6TH & F STREET APARTMENTS**

**SACRAMENTO, CA**

**Project Size**

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<th>Size (Total)</th>
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<td>Parking</td>
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**Total Short Term Bicycle Provided**
- 301

**Total Short Term Bicycle Required**
- 301

**PEGS SF Areas (SQF)**

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**Parking Structure**

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**Building Acreage [SUI for FAR Calculations]**

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**Building Parking Provided**

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### Income Parking Required

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### Courtyard

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### Roof

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EXISTING VIEWS OF THE PROJECT SITE
6TH & F STREET APARTMENTS
SACRAMENTO, CA
FAIRFIELD

RESIDENTIAL BUILDING
Fire Access Plan

AERIAL LADDERING "A" - APPROX. 55' LADDER
(NOTE: SLOPE VARIES DEPENDING ON THE LOCATION ON G STREET AS THE ROAD SLOPES UP)

AERIAL LADDERING "B AND C" - 44" TO 54' LADDER
(NOTE: SLOPE VARIES DEPENDING ON THE LOCATION ON 6TH STREET AS THE ROAD SLOPES UP)
### 2022 CBC - BUILDING CODE ANALYSIS - HEIGHT AND AREA - TYPE III-A CONSTRUCTION

<table>
<thead>
<tr>
<th>Building Use</th>
<th>Occup. Group</th>
<th>Constr. Type</th>
<th>Sprinklers (903.3.1.1)</th>
<th>Allowable HT / Stories</th>
<th>Height Provided</th>
<th>Allowable Building Area</th>
<th>Max Build Area per Bidg Section</th>
<th>Avg. Build Area per Story (S-St)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking Structure</td>
<td>S-2</td>
<td>I-A</td>
<td>NFPA 13</td>
<td>UL</td>
<td>4 St.</td>
<td>Tab. 504.2</td>
<td>-</td>
<td>-</td>
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<tr>
<td>Leasing Office</td>
<td>B</td>
<td>I-A</td>
<td>NFPA 13</td>
<td>UL</td>
<td>1 St.</td>
<td>Tab. 504.2</td>
<td>-</td>
<td>-</td>
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<tr>
<td>Residential Dwellings</td>
<td>R-2</td>
<td>II-A</td>
<td>NFPA 13</td>
<td>65 / 5 St.</td>
<td>60 / 5 St.</td>
<td>Tab. 504.2.2 (Sec. 504.2.3)</td>
<td>42,000 +</td>
<td>14,000 -</td>
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<tr>
<td>Residential Dwellings</td>
<td>R-2</td>
<td>II-A</td>
<td>NFPA 13</td>
<td>65 / 5 St.</td>
<td>60 / 5 St.</td>
<td>Tab. 504.2.3</td>
<td>24,000 +</td>
<td>24,000 -</td>
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<tr>
<td>Residential Dwellings</td>
<td>R-2</td>
<td>II-A</td>
<td>NFPA 13</td>
<td>65 / 5 St.</td>
<td>60 / 5 St.</td>
<td>Tab. 504.2.3</td>
<td>24,000 +</td>
<td>24,000 -</td>
</tr>
</tbody>
</table>

NOTES:
- Approved sprinklers (NFPA 13) used for area increase, NOT height and story increase
- Frontage increase IRC (219.1)W(182): (0-1 side = 0 sf increase; 2 sides = 4,000 sf increase; 3 sides = 12,000 sf increase)
- 2023 CBC Section 510.2 A 510.4 allows multiple stories below a horizontal assembly (podium)
- Highest occupiable floor level is less than 75 above lowest level of fire department access and therefore building is not considered a High-rise per Section 202
- Building corridors shall comply with the requirements of CBC Section 1020
- Building Exit Passageway shall comply with the requirements of CBC Section 1024
- Where an exit enclosure is extended to an exit discharge or a public way by an exit passageway, the exit enclosure shall be separated from the exit passageway by a fire barrier constructed in accordance with CBC Section 707 or a horizontal assembly constructed in accordance with Section 711, or both
- Fire area calculations per CBC Section 1020.4

### LEGEND
- Residential Building
- Minimum Clearance
- Contiguous Roof Surface
- Roof Deck
- Roof Access Stair
- Exit Stair (Roof Access Where Noted)
- Area from ladder access to building

### VICINITY MAP

#### KEY MAP
- F STREET
- G STREET

#### RESIDENTIAL BUILDING
- 6TH & F STREET APARTMENTS
- SACRAMENTO, CA
- FAIRFIELD
Waste Management

**Legend**
- TRASH TERMINATION ROOM
- TRASH STAGING AREA
- TRASH TRUCK ROUTE
- EXTERIOR TRUCK ROUTE
- TRASH TRUCK BAY

**Narrative**

1. **Garbage Bins**
   - The bins are located at the trash staging area.
   - The number of bins will be determined based on the building's capacity.
   - The bins will be monitored and emptied twice a week.

2. **Recycling Bins**
   - The recycling bins are also located at the staging area.
   - The number of bins will be determined based on the building's capacity.
   - The bins will be monitored and emptied twice a week.

3. **Organics Bins**
   - The organics bins are located at the staging area.
   - The number of bins will be determined based on the building's capacity.
   - The bins will be monitored and emptied twice a week.

4. **Trash Truck Route**
   - The trash truck route is marked on the plan.
   - The truck will arrive once a week to empty the bins.

5. **Trash Termination Rooms**
   - The rooms are marked on the plan.
   - They will be used for the collection of all bins.
   - The rooms will have two times of pickup per week.

6. **Access to Garbage Bins**
   - Access to the garbage bins will be determined by the building's capacity.
   - The access will be monitored and controlled.

7. **Maintenance**
   - The bins and the truck service will be monitored and maintained.
   - The bins will be cleaned and maintained regularly.

8. **Service Schedule**
   - The service schedule will be determined by the building's capacity.
   - The schedule will be monitored and controlled.

9. **Contractor**
   - A contractor will be selected for the trash service.
   - The contractor will be monitored and controlled.

10. **Building Access**
    - Access to the building will be monitored and controlled.
    - The access will be determined by the building's capacity.

11. **Adjacency**
    - The bins and the truck service will be located next to the building.
    - The bins will be monitored and controlled.

12. **Construction**
    - The construction of the bins and the truck service will be monitored and controlled.
    - The construction will be determined by the building's capacity.

13. **Building Access**
    - Access to the building will be monitored and controlled.
    - The access will be determined by the building's capacity.

14. **Service Schedule**
    - The service schedule will be determined by the building's capacity.
    - The schedule will be monitored and controlled.

15. **Contractor**
    - A contractor will be selected for the trash service.
    - The contractor will be monitored and controlled.

16. **Building Access**
    - Access to the building will be monitored and controlled.
    - The access will be determined by the building's capacity.

17. **Construction**
    - The construction of the bins and the truck service will be monitored and controlled.
    - The construction will be determined by the building's capacity.

18. **Building Access**
    - Access to the building will be monitored and controlled.
    - The access will be determined by the building's capacity.

19. **Construction**
    - The construction of the bins and the truck service will be monitored and controlled.
    - The construction will be determined by the building's capacity.

20. **Building Access**
    - Access to the building will be monitored and controlled.
    - The access will be determined by the building's capacity.
SOLAR PANEL - CFA METHOD

<table>
<thead>
<tr>
<th>CFA Method</th>
<th>1/WFtot = (CFA + A) / 1000</th>
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</thead>
<tbody>
<tr>
<td>CFA</td>
<td>1.18</td>
</tr>
<tr>
<td>A</td>
<td>4.43</td>
</tr>
<tr>
<td>1/WFtot</td>
<td>2.28</td>
</tr>
</tbody>
</table>

WFtot - Win load of the PV system

CFA - conditioned floor area is the floor area (SF) of enclosed conditioned space on all floors of a building, as measured at the floor level of the exterior surfaces of exterior walls enclosing the conditioned space. (Assuming corridors are not conditioned.)

A - CFA adjustment factor specified in Table 710.3-I per Climate Zone

SOLAR PANEL - SARA METHOD

LEGEND

OCCUPIED SPACE

UNOCCUPIED SPACE

SARA Method

<table>
<thead>
<tr>
<th>Non-acceptable roof area x 14 W/ft²</th>
<th>14 W/ft²</th>
<th>14 W/ft²</th>
</tr>
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<tbody>
<tr>
<td>Total Roof Area (SF)</td>
<td>90,100</td>
<td>90,100</td>
</tr>
<tr>
<td>Roof Area (SF)</td>
<td>10,100</td>
<td>10,100</td>
</tr>
<tr>
<td>Roof Area (SF)</td>
<td>79,000</td>
<td>79,000</td>
</tr>
<tr>
<td>Roof Area (SF)</td>
<td>14</td>
<td>14</td>
</tr>
<tr>
<td>Roof Area (SF)</td>
<td>90,100</td>
<td>90,100</td>
</tr>
</tbody>
</table>

Occupiable roof area - mechanical equipment platform, 5’ fire access perimeter of building, 5’ on each side of fire separation, 5’ fire access route between mechanical platforms and roof access stairs

SOLAR PANEL CALCULATIONS: SARA METHOD

<table>
<thead>
<tr>
<th>PI Panel Rating (1000)</th>
<th>1000</th>
</tr>
</thead>
<tbody>
<tr>
<td>WAT = 0.5</td>
<td></td>
</tr>
<tr>
<td>Number of Panels:</td>
<td>3289.4</td>
</tr>
<tr>
<td>PI (1000)</td>
<td>96/Panel - 26</td>
</tr>
<tr>
<td>Roof Area (SF)</td>
<td>10,100</td>
</tr>
<tr>
<td>Roof Area (SF)</td>
<td>79,000</td>
</tr>
</tbody>
</table>

NOTE: Per code, the method that produces the lesser number shall be adhered to. In this case it is the SARA method. However, energy modeling calculations which result in further reduction will supersede the prescriptive calculations.
6TH & F STREET APARTMENTS - SACRAMENTO, CA
FAIRFIELD
SEPTEMBER 01, 2023

- L.1
16'8'4'0'
COMPLIANT WITH SACRAMENTO RAILYARDS SPECIFIC PLAN

COMPOSITE LANDSCAPE PLAN

6th STREET
MAIL
WEST COURTYARD #1
4,075 SF
SEE SHEET L.3
PUBLIC LINEAR PARK
2,090 SF
SEE SHEET L.5

LEVEL 2 COURTYARD #3
2,428 SF
SEE SHEET L.4

7th STREET
F STREET
G STREET
METER ROOM
MECH
UBER
MAIL LEASING
BIKE STORAGE
GARAGE ENTRY
START OF OVERPASS
ROOFTOP PLAN
SEE SHEET L.6
REMOVE (1) EXISTING STREET TREE
GARAGE ENTRY

EAST COURTYARD #2
4,020 SF
SEE SHEET L.3

PUBLIC LINEAR PARK
2,090 SF
SEE SHEET L.5

LEVEL 2 COURTYARD #3
2,428 SF
SEE SHEET L.4

7th STREET
F STREET
G STREET
METER ROOM
MECH
UBER
MAIL LEASING
BIKE STORAGE
GARAGE ENTRY
START OF OVERPASS
ROOFTOP PLAN
SEE SHEET L.6
REMOVE (1) EXISTING STREET TREE
GARAGE ENTRY

WEST COURTYARD #1
4,075 SF
SEE SHEET L.3
PUBLIC LINEAR PARK
2,090 SF
SEE SHEET L.5
WEST COURTYARD #1
4,675 SF
- built-in bbq (1)
- outdoor dining
- accent lighting
- fire pit
- soft seating

EAST COURTYARD #2
4,020 SF
- built-in bbq (2)
- banquet dining
- accent lighting
- lounge furnishings
- game lawn

ENLARGED PATIOS

TO 7TH STREET
TO F STREET

6TH & F STREET APARTMENTS - SACRAMENTO, CA
FAIRFIELD
SEPTEMBER 01, 2023

COMPLIANT WITH SACRAMENTO RAILYARDS SPECIFIC PLAN

AMENITY COURTYARDS ENLARGEMENT - L.3

06-12-2024
6TH & F STREET APARTMENTS - SACRAMENTO, CA

FAIRFIELD

SEPTEMBER 01, 2023

6TH STREET COURTYARD ENLARGEMENT

- L.4

- 16' x 8' x 4' x 0'

- COMPLIANT WITH SACRAMENTO RAILYARDS SPECIFIC PLAN

- BARK PARK
  - synthetic turf
  - gated vestibule
  - moveable seating
  - louvered fence

- VIEW TERRACE
  - sit up bar with specimen tree & views to bark park
  - soft seating
  - built-in bbq
  - picnic tables
  - festival lighting

- PUBLIC LINEAR PARK
  - respite - see sheet L.5

- RESIDENT ENTRY ONLY

- 6TH STREET COURTYARD #3
  - 2,000 SF

- DECORATIVE LOUVER FENCE - SEE IMAGE NEXT PAGE

- 6TH STREET COURTYARD #3
  - 2,090 SF

- DECORATIVE LOUVER FENCE - SEE IMAGE NEXT PAGE
NOTE:
- exiting sidewalk to be protected in place
- sidewalk to meet enhanced pedestrian experience
design objectives consistent with City of Sacramento Pedestrian Master Plan

TYPICAL RESpite:
- bench seating
- accent paving
- corten steel planter

PORTAL:
- simple metal eyebrow trellis at pedestrian connections

START OF OVERPASS

6TH & F STREET APARTMENTS - SACRAMENTO, CA
FAIRFIELD
SEPTEMBER 01, 2023

COMPLIANT WITH SACRAMENTO RAILYARDS SPECIFIC PLAN

LINEAR PARK ENLARGEMENT - L.5
FITNESS BREAKOUT
• turf
• hedge screening in linear pots

CALIFORNIA ROOM
1158 SF
• overhead structure
• decorative metal paneling
• built-in bbq (2)
• built-in bar
• banquette dining
• accent lighting
• lounge furnishings
• fireplace w/ mounted tv

POOL DECK
• 24' x 48' pool
• 140 sf spa
• lounge furnishings
• bespoke daybed
• accent tree
• accent wall
• oversized tv above spa at parapet wall
• pottery

OUTDOOR CLUB PATIO
• solid roof
• built-in bbq (2)
• built-in bar
• banquette dining
• accent lighting
• lounge furnishings
• nana wall system

WALL GRAPHIC

6TH & F STREET APARTMENTS - SACRAMENTO, CA
FAIRFIELD
SEPTEMBER 01, 2023

COMPLIANT WITH SACRAMENTO RAILYARDS SPECIFIC PLAN

ROOFTOP ENLARGEMENT - L.6
Required Tree Preservation Measures for City and Private Protected Trees

1. This project shall contract with a Project Arborist experienced with tree protection and construction that is required to:
   a. Attend preconstruction meetings to approve of and inform contractors of all tree protection measures.
   b. Visit the site before and after demolition, grading and landscaping as well as at least twice each month during construction to ensure that tree protection measures are implemented and maintained.
   c. Be responsible for correcting any site conditions that may negatively impact the trees and recall the site to ensure that corrective action was properly implemented.
   d. The Project Arborist shall report in writing to Urban Forestry all violations and tree protection failures along with corrective action taken and expected outcomes.

2. All concrete sidewalks and driveways shall be retained throughout construction to protect roots and soil from the impact of construction activities.

3. Where there is no existing driveway, access shall be limited to one or two locations outside the dripline of protected trees that have protection from soil compaction with the use of one or more of the following: A 6-inch layer of hardwood chips covered by 1/4 inch plywood or metal plate, geotextile fabric covered by a 6-inch layer of hardwood chips, or an alternative that is approved by the City Arborist.

4. Right-of-way planters and City trees shall be separated from the construction site with a six-foot high chain link fence that shall remain throughout the duration of the project to prevent construction traffic from compaction the soil in the planters.

5. Construction trailers and job-ports shall be placed on existing hardcide or bridged over the tree protection zone or planter as to not compact soil.

6. Any Regulated Work within the dripline or Tree Protection Zone of a protected tree shall be separately permitted prior to the start of construction and supervised by a Certified Arborist.

7. Submit a tree permit application and a tree protection plan created by a Certified Arborist to the City of Sacramento urban Forestry and site of the project number.

8. There shall be no soil compaction within the dripline of protected trees.

9. There shall be no grade changes within the dripline of protected trees. All grade changes.

10. The following is a list of activities that require a tree permit if they are to occur or be used within the dripline of a protected tree for the purpose of utility installation, constructing foundations, footings, sidewalks, curbs, gutters, or any other activity that shall require one of the following methods: Hydro-excavation, pneumatic excavation or hard digging and shall be directly supervised by a Certified Arborist.

11. There shall be no excavation deeper than the existing excavation for sidewalks within the dripline of protected trees.

12. There shall be no GOOD changes with the dripline of protected trees. All GOOD changes.

13. There shall be no soil compaction within the dripline of protected trees.

14. All trees shall be determined and monitored according to the recommendation of the Project Arborist.

15. The applicant shall be financially responsible for any damage to City trees associated with the project. Accidental or negligent actions that damage City trees may result in a penalty.

16. In the event of a tree damage the city may in a penalty. The monetary value of any such damage shall be approved by the City Urban Forester in the amount of $200.00 per cubic yard of soil. The project Arborist shall maintain and reproduce the appearance of the damaged tree.

17. The regulation requires that the tree preservation continues for as long as the area is to be used for commercial purposes.

18. The project Arborist shall be responsible for maintaining the trees in a state of comparable utility with regards to its condition and function prior to the beginning of the project.

PROPOSED SHRUB LIST for COMMON AREAS

<table>
<thead>
<tr>
<th>COMMON NAME</th>
<th>SIZE</th>
<th>LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>BACCHARIS PILULARIS DWARF COYOTE BRUSH</td>
<td>1 GAL</td>
<td>LOW</td>
</tr>
<tr>
<td>CARPENTERIA CALIFORNICA BUSH ANEMONE</td>
<td>15 GAL</td>
<td>MOD.</td>
</tr>
<tr>
<td>COTONEASTER SP.</td>
<td>5 GAL</td>
<td>LOW</td>
</tr>
<tr>
<td>Fuchsia PANICULATA</td>
<td>1 GAL</td>
<td>LOW</td>
</tr>
<tr>
<td>GREVILLEA X 'NOELLII' GREVILLEA</td>
<td>5 GAL</td>
<td>LOW</td>
</tr>
<tr>
<td>HEMEROCALLIS X 'STARBURST' EVERGREEN DAYLILY</td>
<td>5 GAL</td>
<td>MOD.</td>
</tr>
<tr>
<td>LIGUSTRUM TEXANUM (SCREEN COLUMNS) TEXAS PRIVET</td>
<td>15 GAL</td>
<td>MOD.</td>
</tr>
<tr>
<td>LOMANDRA LONGIFOLIA 'BREEZE' DWARF MAT RUSH</td>
<td>1 GAL</td>
<td></td>
</tr>
<tr>
<td>LOMANDRA LONGIFOLIA 'BREEZE' DWARF MAT RUSH</td>
<td>1 GAL</td>
<td>MOD.</td>
</tr>
<tr>
<td>LORBEA DILATATA</td>
<td>16'</td>
<td>LOW</td>
</tr>
<tr>
<td>PHOTINIA FRASERI RED-TIPPED PHOTINIA</td>
<td>5 GAL</td>
<td>MOD.</td>
</tr>
<tr>
<td>RHAMNUS ALATERNUS ITALIAN BUCKTHORN</td>
<td>5 GAL</td>
<td>LOW</td>
</tr>
<tr>
<td>STACHYS BYZANTINA LAMB'S EAR</td>
<td>1 GAL</td>
<td>LOW</td>
</tr>
<tr>
<td>WESTRINGIA FRUITICOSA COAST ROSEMARY</td>
<td>1 GAL</td>
<td>LOW</td>
</tr>
<tr>
<td>WESTRINGIA FRUITICOSA COAST ROSEMARY</td>
<td>1 GAL</td>
<td>MOD.</td>
</tr>
<tr>
<td>WUCOL:NATIVE: CA</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

IRRIGATION CONCEPT STATEMENT

All Irrigation Systems shall have an AVERAGE IRON DRIER, MIN. ALL ON-GRADE MAINLINES SHALL BE BURIED TO A DEPTH OF 18". NO IRON DRIER, MIN. SHALL BE BURIED TO A DEPTH OF 12". IRON DRIER, MIN. SHALL BE BURIED TO A DEPTH OF 24".

The following is a list of activities that require a tree permit if they are to occur or be used within the dripline of a protected tree for the purpose of utility installation, constructing foundations, footings, sidewalks, curbs, gutters, or any other activity that shall require one of the following methods: Hydro-excavation, pneumatic excavation or hard digging and shall be directly supervised by a Certified Arborist.

1. LANDSCAPE PLAN SHALL BE INTEGRATED WITH ALL ELEMENTS OF THE PROJECT, SUCH AS BUILDINGS, FENCING LOTS AND STREETS TO ACHIEVE DESIRABLE WATER DESIRED.
2. LANDSCAPE PLAN SHALL BE INTEGRATED WITH ALL ELEMENTS OF THE PROJECT, SUCH AS BUILDINGS, FENCING LOTS AND STREETS TO ACHIEVE DESIRABLE WATER DESIRED.
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5. LANDSCAPE PLAN SHALL BE INTEGRATED WITH ALL ELEMENTS OF THE PROJECT, SUCH AS BUILDINGS, FENCING LOTS AND STREETS TO ACHIEVE DESIRABLE WATER DESIRED.

SCREENING OF UTILITY EQUIPMENT:

ALL ABOVE-GROUND UTILITY EQUIPMENT SHALL BE SCREENED FROM PUBLIC VIEW WITH A MINIMUM OF 50% IRON LAYERS. SCREENED PROTECTION SHALL BE 50% IRON LAYERS. SCREENED PROTECTION SHALL BE 50% IRON LAYERS. SCREENED PROTECTION SHALL BE 50% IRON LAYERS. SCREENED PROTECTION SHALL BE 50% IRON LAYERS. SCREENED PROTECTION SHALL BE 50% IRON LAYERS. SCREENED PROTECTION SHALL BE 50% IRON LAYERS. SCREENED PROTECTION SHALL BE 50% IRON LAYERS. SCREENED PROTECTION SHALL BE 50% IRON LAYERS.

WATER EFFICIENT LANDSCAPE ORDINANCE (WEO) NOTE

ANY GOODS PLANTS ALL ADD TO THE CITY OF SACRAMENTO WATER CONSERVATION POLICIES AND REQUIREMENTS INCLUDING NOT LIMITED TO:

A. PLANT MATERIALS SHALL BE SELECTED FOR ENERGY EFFICIENT AND DURABLE TOOLS AND MATERIALS.
B. PLANT MATERIALS SHALL BE SELECTED FOR ENERGY EFFICIENT AND DURABLE TOOLS AND MATERIALS.
C. PLANT MATERIALS SHALL BE SELECTED FOR ENERGY EFFICIENT AND DURABLE TOOLS AND MATERIALS.
D. PLANT MATERIALS SHALL BE SELECTED FOR ENERGY EFFICIENT AND DURABLE TOOLS AND MATERIALS.
E. PLANT MATERIALS SHALL BE SELECTED FOR ENERGY EFFICIENT AND DURABLE TOOLS AND MATERIALS.
F. PLANT MATERIALS SHALL BE SELECTED FOR ENERGY EFFICIENT AND DURABLE TOOLS AND MATERIALS.
G. PLANT MATERIALS SHALL BE SELECTED FOR ENERGY EFFICIENT AND DURABLE TOOLS AND MATERIALS.
H. PLANT MATERIALS SHALL BE SELECTED FOR ENERGY EFFICIENT AND DURABLE TOOLS AND MATERIALS.

LINE-OF-SIGHT NOTE

SHRUBS TO BE MAINTAINED AT MAXIMUM 24" HIGH WITHIN LINE OF SIGHT AT STREET INTERSECTIONS.

LANDSCAPE DESIGN PRINCIPLES

1. LANDSCAPE DESIGN PRINCIPLES
2. LANDSCAPE DESIGN PRINCIPLES
3. LANDSCAPE DESIGN PRINCIPLES
4. LANDSCAPE DESIGN PRINCIPLES
5. LANDSCAPE DESIGN PRINCIPLES
6. LANDSCAPE DESIGN PRINCIPLES

WATER CONSERVATION AREAS

A. WATER CONSERVATION AREAS
B. WATER CONSERVATION AREAS
C. WATER CONSERVATION AREAS
D. WATER CONSERVATION AREAS
E. WATER CONSERVATION AREAS
F. WATER CONSERVATION AREAS
G. WATER CONSERVATION AREAS
H. WATER CONSERVATION AREAS

* WUCOL:NATIVE: CA
GLASS POOL ENCLOSURE 5'-6" HIGH

6' TUBULAR STEEL GATE

6' HIGH

F 6' HIGH

TUBULAR STEEL FENCE

4' DOG PARK FENCE

6' LOUVER FENCE at DOG PARK

TUBULAR STEEL FENCE

BOARD FORM ACCENT WALL

FAIRFIELD

SEPTEMBER 01, 2023

FAIRFIELD

SEPTEMBER 01, 2023
RESOLUTION NO. 2016-0379

Adopted by the Sacramento City Council

November 10, 2016

CERTIFYING THE SUBSEQUENT ENVIRONMENTAL IMPACT REPORT AND ADOPTING THE MITIGATION MONITORING PLAN, FINDINGS OF FACT, AND STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE SACRAMENTO RAILYARDS SPECIFIC PLAN UPDATE, KP MEDICAL CENTER, MLS STADIUM, & STORMWATER OUTFALL PROJECTS (P15-040)

BACKGROUND

A. On October 24, 2016, the City Planning and Design Commission conducted a public hearing on the Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium, & Stormwater Outfall projects at which it reviewed and considered the Subsequent Environmental Impact Report for the projects and passed a motion to forward to the City Council a recommendation to approve the project.

B. On November 10, 2016, the City Council conducted a public hearing that was noticed in accordance with Sacramento City Code sections 17.812.010 and 17.812.030 at which it received and considered oral testimony and other evidence concerning the Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium, & Stormwater Outfall projects.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

Section 1. The City Council finds that the Subsequent Environmental Impact Report for the Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium, & Stormwater Outfall (herein SEIR), which consists of the Draft SEIR and the Final SEIR (Response to Comments) (collectively the “SEIR”) has been completed in accordance with the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines and the Sacramento Local Environmental Procedures.

Section 2. The City Council certifies that the SEIR was prepared, published, circulated and reviewed in accordance with the requirements of CEQA, the State CEQA Guidelines and the Sacramento Local Environmental
CHAPTER 4
Mitigation Monitoring Plan

4.1 Introduction

Public Resources Code section 21081.6 and section 15097 of the California Environmental Quality Act (CEQA) Guidelines require public agencies to establish monitoring or reporting programs for projects approved by a public agency whenever approval involves the adoption of either a mitigated negative declaration or specified environmental findings related to environmental impact reports.

The following is the Mitigation Monitoring Plan (MMP) for the Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium, and Stormwater Outfall projects. The intent of the MMP is to track and successfully implement the mitigation measures identified within the Draft Subsequent Environmental Impact Report (SEIR) for this project.

4.2 Mitigation Measures

The mitigation measures are taken from the Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium, and Stormwater Outfall Draft SEIR and are assigned the same number as in the Draft SEIR. The MMP describes the actions that must take place to implement each mitigation measure, the timing of those actions, and the entities responsible for implementing and monitoring the actions.

4.3 MMP Components

The components of the attached table, which contains applicable mitigation measures, are addressed briefly, below.

Impact: This column summarizes the impact stated in the Draft SEIR.

Mitigation Measure: All mitigation measures that were identified in the Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium, and Stormwater Outfall Draft SEIR are presented, as revised in the Final SEIR, and numbered accordingly.

Action(s): For every mitigation measure, one or more actions are described. The actions delineate the means by which the mitigation measures will be implemented, and, in some instances, the
criteria for determining whether a measure has been successfully implemented. Where mitigation measures are particularly detailed, the action may refer back to the measure.

**Component:** This column identifies the relevant component of the proposed project to which the mitigation measure applies. The mitigation measure may apply to the entire RSPU (Railyards Specific Plan Update) including its project-specific components, or individually to the KPMC (KP Medical Center), MLS (MLS Stadium), or SO (Stormwater Outfall). More than one project component may be identified.

**Implementing Party:** This item identifies the entity that will undertake the required action.

**Timing:** Implementation of the action must occur prior to or during some part of project approval, project design or construction or on an ongoing basis. The timing for each measure is identified.

**Monitoring Party:** The City of Sacramento is primarily responsible for ensuring that mitigation measures are successfully implemented. Within the City, a number of departments and divisions would have responsibility for monitoring some aspect of the overall project. Other agencies, such as the Sacramento Metropolitan Air Quality Management District, may also be responsible for monitoring the implementation of mitigation measures. As a result, more than one monitoring party may be identified.
TABLE 4-1
SACRAMENTO RAILYARDS SPECIFIC PLAN UPDATE, KP MEDICAL CENTER, MLS STADIUM, & STORMWATER OUTFALL MITIGATION MONITORING PLAN

<table>
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<tbody>
<tr>
<td>4.1 Aesthetics, Light, and Glare</td>
<td>4.1-1</td>
<td>The implementation of the RSPU, including the potential development of large-floor plate and high-rise buildings in the RSP Area east of I-5, could alter public views.</td>
<td>For development within the allowable footprints on Lot 20, the following base height, bulk and massing requirements shall be added to the RSPU Design Guidelines and enforced through the SPD and the City’s Site Plan and Design Review process.</td>
<td>RSPU, MLS Project applicant</td>
<td>Prior to approval of site plan and design review</td>
<td>City of Sacramento Community Development Department</td>
</tr>
<tr>
<td>4.1-2</td>
<td>The potential development of high-rise buildings adjacent to the riverfront could conflict with the character of the riverfront between Old Sacramento and the Jibboom Street Bridge.</td>
<td>Identify light fixtures to be used on Construction Plans and demonstrate that the fixtures minimize spillover.</td>
<td>RSPU, MLS</td>
<td>Project applicant</td>
<td>Prior to approval of site plan and design review</td>
<td>City of Sacramento Community Development Department</td>
</tr>
<tr>
<td>4.1-3</td>
<td>The proposed projects could create substantial new sources of light.</td>
<td>iv. The project applicant shall submit to the Community Development Department a lighting plan that focus light on site to minimize spillover light; demonstrate that lighting plan complies with City Code.</td>
<td>RSPU, MLS</td>
<td>Project applicant</td>
<td>Prior to approval of site plan and design review for applicable projects</td>
<td>City of Sacramento Community Development Department</td>
</tr>
</tbody>
</table>

4. Mitigation Monitoring Plan

RLSPU = Railyards Specific Plan Update; KPMC = Kaiser Permanente Medical Center; MLS = Major League Soccer Stadium; SO = Stormwater Outfall

City of Sacramento Community Development Department

November 10, 2016
### TABLE 4-1

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<tr>
<td>Ensure that project lighting will not cause more than 2 foot-candles of lighting intensity or direct glare from the light source at any residential property.</td>
<td>Design and test lighting and signage to comply with City Code</td>
<td>MLS</td>
<td>Project applicant</td>
<td>Prior to issuance of building permit</td>
<td>City of Sacramento Community Development Department</td>
<td></td>
</tr>
<tr>
<td>Prior to issuance of a building permit for the Stadium signage displays, the project applicant shall retain a lighting design expert who shall develop plans and specifications for the proposed lighting displays, establish minimum luminance levels for the displays, and test the displays to ensure compliance with all City lighting regulations and these mitigation measures.</td>
<td>Comply with City Code Section 8.072.010 regarding use of searchlights</td>
<td>MLS</td>
<td>Project applicant</td>
<td>During events/operation</td>
<td>City of Sacramento Community Development Department</td>
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<tr>
<td>Implement Mitigation Measure 4.1-4.</td>
<td>See Mitigation Measure 4.1-4</td>
<td>See Mitigation Measure 4.1-4</td>
<td>See Mitigation Measure 4.1-4</td>
<td>See Mitigation Measure 4.1-4</td>
<td>See Mitigation Measure 4.1-4</td>
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</tr>
<tr>
<td>Include construction site and equipment specifications identified in Mitigation Measure 4.2-3(d) on Grading and Construction Plans.</td>
<td>RSPU</td>
<td>Project applicant</td>
<td>Prior to issuance of demolition or grading permit</td>
<td>City of Sacramento Community Development Department, Sacramento Metropolitan Air Quality Management District (SMAQMD)</td>
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TABLE 4-1
SACRAMENTO RAILYARDS SPECIFIC PLAN UPDATE, KP MEDICAL CENTER, MLS STADIUM, & STORMWATER OUTFALL MITIGATION MONITORING PLAN

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- Use wet power vacuums street sweepers to remove any visible road mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.

- Limit vehicle speeds on unpaved roads to 15 miles per hour.

- All roadways, driveways, sidewalks, parking lots shall be paved as soon as possible. In addition, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes or less (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrance to the site.

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

4.2-2(b)
City approval of any grading or improvement plans shall include the following SMAQMD Enhanced Exhaust Control Practices:

- Provide a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the Proposed Project to the City and the SMAQMD. The inventory shall include the horsepower rating, engine model year, and projected hours of use for each piece of equipment. The contractor’s inventory shall provide the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. This information shall be submitted at least 4 business days prior to the use of subject heavy-duty off-road equipment. The inventory shall be updated and submitted monthly throughout the duration of the Proposed Project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs.

- Provide a plan in conjunction with the equipment inventory, approved by the SMAQMD, demonstrating that the heavy-duty (50 horsepower or more) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20% NOx reduction and 45% particulate reduction compared to the most recent CARB fleet average. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.

Include construction equipment specifications listed in Mitigation Measure 4.2-2(b) on Grading and Construction Plans.

RSPU, KPMC, MLS, SO | Project applicant | Prior to issuance of demolition permit or grading permit | City of Sacramento Community Development Department, Sacramento Metropolitan Air Quality Management District (SMAQMD) |
### TABLE 4-1

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<tr>
<td>Emissions from all off-road diesel-powered equipment used on the project site shall not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the date of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this measure shall supersede other SMAQMD or state rules or regulations.</td>
<td>Include SMAQMD Fugitive Dust Control Practices on grading or improvement plans as described in Mitigation Measure 4.2-2(c).</td>
<td>RSPU, KPNC, MLS, SO</td>
<td>City approval of any grading or improvement plans</td>
<td>SMAQMD Fugitive Dust Control Practices on grading or improvement plans as described in Mitigation Measure 4.2-2(c).</td>
<td>Project applicant</td>
<td>Prior to approval of grading or improvement plans</td>
</tr>
<tr>
<td>City approval of any grading or improvement plans shall include the following SMAQMD Fugitive Dust Control Practices: Water exposed soil with adequate frequency for continued moist soil. Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph. Install wind breaks (e.g., plant trees, solid fencing) on windward side(s) of construction areas. Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established. Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site.</td>
<td>Provide proof of payment of SMAQMD fees to the City of Sacramento Community Development Departments Amount of payment shall be directly correlated to acreage of development per project proposal.</td>
<td>RSPU</td>
<td>Project applicant</td>
<td>Prior to issuance of grading or building permit for each development project</td>
<td>City of Sacramento Community Development Department, Sacramento Metropolitan Air Quality Management District (SMAQMD)</td>
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</table>
### 4.2 Implementation of the Proposed Projects Could Alter Wind Speed at Ground Level (Pedestrian Level)

#### 4.2-7

The following measures are recommended to ensure that future buildings developed in the RSP Area do not cause hazardous wind conditions for pedestrians in areas of substantial public use:

1. New buildings with heights of more than 85-feet shall be evaluated by a qualified wind expert to determine the potential to cause a hazardous wind environment. If sufficient evidence is available to conclude that no wind hazards will be created, no further mitigation is required. If sufficient evidence is not available to establish safe pedestrian conditions, the City shall require wind-tunnel testing to project the future building wind environment.

2. If required wind tunnel testing identifies wind hazards, the qualified wind expert shall work with the City and/or the project proponent to develop corrective measures such as building design changes, protective structures, or landscaping modifications to help reduce pedestrian-level wind speeds to acceptable levels. The City shall require implementation of such corrective measures as a condition of the building permit.

#### 4.2-8

If required wind tunnel testing identifies wind hazards, the qualified wind expert shall work with the City and/or the project proponent to develop corrective measures such as building design changes, protective structures, or landscaping modifications to help reduce pedestrian-level wind speeds to acceptable levels. The City shall require implementation of such corrective measures as a condition of the building permit.

#### Mitigation Monitoring Plan

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<tr>
<td>For buildings that meet the criteria described in Mitigation Measure 4.2-7, retain a qualified wind expert to evaluate potential wind hazards, as described in Mitigation Measure 4.2-1(1)</td>
<td>See Mitigation Measures 4.2-2(b) through 4.2-2(d). See Mitigation Measures 4.2-3(x) through 4.2-3(y). See Mitigation Measures 4.2-5(x) through 4.2-5(y). See Mitigation Measures 4.2-6(x) through 4.2-6(y). See Mitigation Measures 4.2-7(x) through 4.2-7(y).</td>
<td>RSPU, KPMC, MLS, SO</td>
<td>Project applicant</td>
<td>Prior to issuance of a building permit</td>
<td>City of Sacramento Community Development Department</td>
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**TABLE 4-1**

SACRAMENTO RAILYARDS SPECIFIC PLAN UPDATE, KP MEDICAL CENTER, MLS STADIUM, & STORMWATER OUTFALL MITIGATION MONITORING PLAN

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<td>Measures may include, but would not be limited to:</td>
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<td></td>
<td>RSPU, KPMC, MLS, SO</td>
<td>Project applicant</td>
<td>Establish buffer no more than 48-hours before tree removal, leave buffer in place through construction of each applicable development project</td>
<td>City of Sacramento Community Development Department, California Department of Fish and Wildlife (CDFW)</td>
</tr>
<tr>
<td>(1) Maintaining a 500-foot buffer around each active raptor nest. No construction activities shall be permitted within this buffer. For migratory birds, a no-work buffer zone shall be established, approved by CDFW, around the active nest. The no-work buffer may vary depending on species and site-specific conditions as approved by CDFW.</td>
<td>Establish 500-buffer around active raptor nests.</td>
<td>RSPU, KPMC, MLS, SO</td>
<td>Project applicant</td>
<td>Monitor active nests through construction of each applicable development project</td>
<td>City of Sacramento Community Development Department, California Department of Fish and Wildlife (CDFW)</td>
<td></td>
</tr>
<tr>
<td>(2) Depending on conditions specific to each nest, and the relative location and rate of construction activities, it may be feasible for construction to occur as planned within the buffer without impacting the breeding effort. If a buffer (no work or reduced activity zone) is required, the nest(s) shall be monitored by a qualified biologist during construction within the buffer. If, in the professional opinion of the monitor, the project would impact the nest, the biologist shall immediately inform the construction manager. The construction manager shall stop construction activities within the buffer until the nest is no longer active.</td>
<td>Monitor nesting activity within the 500-foot buffer</td>
<td>RSPU, KPMC, MLS, SO</td>
<td>Project applicant</td>
<td>Monitor active nests through construction of each applicable development project</td>
<td>City of Sacramento Community Development Department, California Department of Fish and Wildlife (CDFW)</td>
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<tr>
<td>4.3-2(b)</td>
<td>If three years of consecutive surveys of the suitable habitat (i.e., weep holes) within the I Street Bridge viaduct, I-5 elevated structure within the RSP Area, or the proposed new I Street Bridge over the Sacramento River do not indicate purple martins use of the area as breeding habitat, then no further mitigation is required. The following mitigation shall only be required if purple martins have been documented nesting in the suitable habitat (i.e., weep holes) within the I Street Bridge viaduct, or the I-5 elevated structure within the RSP Area, or the proposed new I Street Bridge for at least one of three previous years prior to development within 500 feet of aforementioned areas.</td>
<td>Determine presence/absence of purple martins within identified geography.</td>
<td>RSPU</td>
<td>Project applicant</td>
<td>Prior to site plan and design review for individual projects</td>
<td>City of Sacramento Community Development Department, California Department of Fish and Wildlife (CDFW)</td>
</tr>
<tr>
<td>Prior to constructing within 500 feet of an active purple martin colony (active within the past three years), the applicant shall retain a qualified biologist to prepare and implement a Purple Martin Monitoring and Management Plan (PMMP), as described in Mitigation Measure 4.3-2(b). The PMMP shall identify land use and building design requirements, landscape design and maintenance criteria, and management actions that benefit purple martin habitat.</td>
<td>Retain a qualified biologist to prepare and implement a Purple Martin Monitoring and Management Plan (PMMP), as described in Mitigation Measure 4.3-2(b), if necessary. Follow recommendations of the PMMP</td>
<td>RSPU</td>
<td>Project applicant</td>
<td>Prior to site plan and design review for individual projects</td>
<td>City of Sacramento Community Development Department, California Department of Fish and Wildlife (CDFW)</td>
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**TABLE 4-1  SACRAMENTO RAILYARDS SPECIFIC PLAN UPDATE, KP MEDICAL CENTER, MLS STADIUM, & STORMWATER OUTFALL MITIGATION MONITORING PLAN**

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<tr>
<td>Land Use and Building Design Criteria:</td>
<td>- Prohibit buildings that obstruct flight path to and from nest site within 120 feet of nesting locations.</td>
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<td>- Maintain a minimum of 31 feet of vertical space beneath weep holes.</td>
<td>Design buildings and landscaping to meet the setback requirements, provision of perching wire, and nesting material as described.</td>
<td>RSPU</td>
<td>Project applicant</td>
<td>Prior to site plan and design review</td>
<td>City of Sacramento Community Development Department, California Department of Fish and Wildlife (CDFW)</td>
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<tr>
<td></td>
<td>- Maintain 230 feet of perching wire within 200 feet of the colony.</td>
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<tr>
<td>Landscape Design and Maintenance Requirements:</td>
<td>- Prohibit trees taller than nest height within 330 feet of nest area.</td>
<td>- Install, or cause to be installed, and/or maintain nest guards on weep holes where purple martin are known to nest, subject to approval from the facility's owner</td>
<td>RSPU</td>
<td>Project applicant</td>
<td>Prior to site plan and design review</td>
<td>City of Sacramento Community Development Department, California Department of Fish and Wildlife (CDFW)</td>
</tr>
<tr>
<td></td>
<td>- Limit tree plantings within 650 feet of the site to those that produce suitable nesting material (pine species). Areas beneath trees shall not be landscaped, and the material left in place for nest material use by birds.</td>
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<td></td>
<td>- Ensure suitable nesting material is available by planting trees that produce suitable nesting material, such as pine needles. Landscaping shall not include the elimination of weedy fruit-bearing trees such as privet.</td>
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<tr>
<td>Management Actions:</td>
<td>- Install, or cause to be installed, and/or maintain nest guards on weep holes where purple martin are known to nest, subject to approval from the facility's owner.</td>
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<td></td>
<td>- Install and/or maintain nest guards</td>
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<td>RSPU</td>
<td>Project applicant</td>
<td>Prior to site plan and design review</td>
<td>City of Sacramento Community Development Department, California Department of Fish and Wildlife (CDFW)</td>
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4.3-2: The proposed projects could result in impacts to special-status fish species and degradation of designated critical habitat.

4.3-3: To avoid, minimize, or compensate for potential impacts to protected and sensitive resource species and critical habitat, and prevent impacts to special-status fish species the following actions shall be undertaken by the project applicant:

a) Unless prior approval is granted by NMFS, USFWS, and/or CDFW (as applicable) in-water work shall be restricted to the August 1 to October 31 period to avoid/minimize construction impacts to special-status fish species. Conduct in-water work between August 1 and October 31

b) Project related impacts to in-stream (e.g., valley-foothill) riparian vegetation shall be minimized by replacing lost vegetation under a minimum ratio of 1:1, along the Sacramento River, if feasible. Mitigation and/or restoration plans for all habitats that require restoration shall be approved by the regulatory agencies, as applicable, and shall include construction specifications, mitigation schedules, planting palettes (including container specifications, planting specifications, and seed mixes), monitoring, maintenance, and remediation schedules, and success criteria.

Replace vegetation at 1:1 ratio at a minimum. Document restoration activities. Monitor restoration sites for three to five years. Restoration immediately following construction completion; monitoring for three to five years post-restoration.
TABLE 4-1

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<td>restoration ecologist. The restoration sites shall be evaluated to ensure that required revegetation has been performed in areas where temporary construction has been completed. If necessary, remedial revegetation should occur during the same rainy season that the remedial recommendation is made. Restoration sites shall be monitored by qualified restoration ecologists. A report documenting restoration efforts shall be submitted by the applicant to the City and applicable regulatory agencies. If necessary, remedial revegetation should occur during the same rainy season. Grading and revegetation activities shall comply with applicable regulations and mitigation measures identified in this EIR pertaining to dust, air emissions, noise, water quality and other potential environmental effects. Alternatively, if approved by regulatory agencies, the applicant may purchase mitigation credits from approved mitigation banks. Final mitigation ratios and locations are to be established in consultation with the regulatory agencies prior to riverbed disturbing activities.</td>
<td>SO</td>
<td>Plant riparian vegetation and install biotechnical features.</td>
<td>Project applicant</td>
<td>Immediately following construction completion</td>
<td>City of Sacramento Community Development Department, NMFS, USFWS, and CDFW</td>
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<tr>
<td>To the extent feasible, the project applicant shall plant riparian vegetation and install biotechnical features, such as brush piles, logs, and root wads, to replace habitat impacted by construction of the outfall structure. These structures shall compensate for potential impacts associated with increased predation around the new structure. Specific measures shall include elements that contribute to nearshore cover in the immediate vicinity of the structure to increase the potential for juvenile fish while discouraging occupancy of the same structures by predaceous species. The precise amount and relative value of affected riparian and cover habitat would be determined during project-level analysis of proposed activities.</td>
<td>SO</td>
<td>Enhance riverine habitat or purchase mitigation credits.</td>
<td>Project applicant</td>
<td>Prior to riverbed disturbing activities</td>
<td>City of Sacramento Community Development Department, NMFS, USFWS, and CDFW</td>
<td></td>
</tr>
<tr>
<td>Mitigation of riverine habitat would occur through creation, restoration, enhancement, and/or preservation of this habitat type within an approved off-site location and/or mitigation bank at a ratio to be established in consultation with the regulatory agencies. Mitigation banking would involve using mitigation credits from mitigation banks approved by the regulatory agencies. Final mitigation ratios and locations are to be established in consultation with the regulatory agencies prior to riverbed disturbing activities and detailed mitigation requirements will be identified in the final regulatory agency permits.</td>
<td>SO</td>
<td>Use vibratory hammer during construction. Consult with NMFS, USFWS, and CDFW to determine vibration minimization measures.</td>
<td>Project applicant</td>
<td>Establish measures prior to regulatory permit issuance; during insertion of piles</td>
<td>City of Sacramento Community Development Department, NMFS, USFWS, and CDFW</td>
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<td>(allowing for regular periods of no impact) and shall commence at low-energy levels and slowly build to impact force (allowing for fish to move away from the construction site).</td>
<td>The project applicant shall also consult with NMFS, USFWS, and CDFW (as part of obtaining permit approach, e.g., FESA Section 7 and Fish and Game Code Section 1600) to determine necessary impact minimization actions.</td>
<td>Develop and implement a fish rescue plan.</td>
<td>SO Project applicant</td>
<td>Establish plan prior to regulatory permit issuance</td>
<td>City of Sacramento Community Development Department, NMFS, USFWS, and CDFW</td>
</tr>
<tr>
<td>To reduce the potential for fish stranding or minimize the potential for harm during cofferdam dewatering activities, the project applicant or its contractor shall implement a fish rescue plan. Prior to the closure of the cofferdam, a qualified fisheries biologist will be conducted within the cofferdam using a small-mesh seine to direct and move fish out of the cofferdam area. Upon completion of seining, the entrance to the cofferdam will be blocked with a net to prevent fish from entering the cofferdam isolation area before the cofferdam is completed.</td>
<td>To reduce the potential for fish stranding or minimize the potential for harm during cofferdam dewatering activities, the project applicant or its contractor shall implement a fish rescue plan. Prior to the closure of the cofferdam, a qualified fisheries biologist will be conducted within the cofferdam using a small-mesh seine to direct and move fish out of the cofferdam area. Upon completion of seining, the entrance to the cofferdam will be blocked with a net to prevent fish from entering the cofferdam isolation area before the cofferdam is completed. Once the cofferdam is closed and isolated, additional seining will be conducted within the cofferdam to remove any remaining fish. Once most of the fish have been removed from the cofferdam area, portable pumps with intakes equipped with 1.75 mm mesh screen shall be used to dewater to a depth of 1.5-2 feet.</td>
<td>Retain a qualified biologist who shall conduct preconstruction surveys for elderberry shrubs.</td>
<td>RSPU Project applicant</td>
<td>Prior to ground disturbance such as grading and excavation activities</td>
<td>City of Sacramento Community Development Department</td>
</tr>
<tr>
<td>Prior to construction within the RSP Area, the site shall be surveyed for the presence of the valley elderberry longhorn beetle.</td>
<td>Prior to construction within the RSP Area, the site shall be surveyed for the presence of the valley elderberry longhorn beetle.</td>
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### SACRAMENTO RAILYARDS SPECIFIC PLAN UPDATE, KP MEDICAL CENTER, MLS STADIUM, & STORMWATER OUTFALL MITIGATION MONITORING PLAN

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<tr>
<th>Impact</th>
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<tr>
<td>4.3-6: Development of the proposed projects could result in impacts to bat species.</td>
<td>Minimize potential adverse effects to bat species.</td>
<td>Protect shrubs within 100 feet of construction activities; compensate for removed shrubs.</td>
<td>RSPU Project applicant</td>
<td>Prior to issuance of building permit</td>
<td>City of Sacramento Community Development Department and USFWS</td>
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</tr>
<tr>
<td>4.3-7: Development of the proposed projects could result in net reduction of sensitive habitats including protected wetland habitat as defined in Section 404 of the Clean Water Act, riparian vegetation, and state jurisdictional waters/wetlands.</td>
<td>If the applicant shall prepare a wetland and riparian mitigation plan that ensures no net loss of waters of the U.S. and riparian vegetation. The wetland and riparian mitigation plan shall be based on a wetland delineation verified by USACE. This measure may be implemented through the 404 permit and Streambed Alteration Agreement process. The plan shall include the following:</td>
<td>Provide restoration/enhancement of habitat or purchase mitigation credits.</td>
<td>SO Project applicant</td>
<td>Concurrent with 404 permit process and Streambed Alteration Agreement process</td>
<td>City of Sacramento Community Development Department, USACE, and CDFW</td>
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TABLE 4-1
SACRAMENTO RAILYARDS SPECIFIC PLAN UPDATE, KP MEDICAL CENTER, MLS STADIUM, & STORMWATER OUTFALL MITIGATION MONITORING PLAN

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<td>2)</td>
<td>Prior to any construction activities on the site, a protective fence shall be erected around the boundaries of areas that would be disturbed by construction. The fence shall remain in place until all construction activity in the immediate area is completed. No activity shall be permitted within the protected area except for those expressly permitted by USACE and/or CDFW.</td>
<td>Install protective fencing.</td>
<td>SO</td>
<td>Project applicant</td>
<td>Prior to and during construction on individual applicable development sites</td>
<td>City of Sacramento Community Development Department, USACE, and CDFW</td>
</tr>
<tr>
<td>3)</td>
<td>Water quality in the Sacramento River shall be protected using erosion control techniques during construction including, but not necessarily limited to, preservation of existing vegetation, mulches (e.g., hydraulic, straw, wood), and geotextiles and mats, during construction.</td>
<td>Implement erosion control measures including adding measures to construction plans.</td>
<td>SO</td>
<td>Project applicant</td>
<td>During construction activities in water and adjacent to the Sacramento River</td>
<td>City of Sacramento Community Development Department, USACE, and CDFW</td>
</tr>
<tr>
<td>4.3-8</td>
<td>Development of the proposed projects could result in isolation or disruption of contiguous habitat which would interfere substantially with the movement of resident or migratory fish or wildlife species, riparian corridors, or impede the use of native wildlife nursery sites.</td>
<td>The applicant shall reduce spill-over lighting from the proposed projects into the Sacramento River by implementing the following: The applicant shall place structural barriers to screen automobile headlight that are directed perpendicular to the river shall be screened along the western project edge. This may be accomplished through the placement of a 3-4 foot vegetated hedge or other structural methods that would not additionally hinder wildlife movement through riparian vegetation. Outdoor lighting within the RSP Area west of I-5 shall be of the minimum wattage required for the particular use and shall be directed to the specific location intended for illumination (e.g., roads, walkways, or recreation fields) to prevent direct exposure to the Sacramento River. Outdoor lighting within the RSP Area west of I-5 shall be of the minimum wattage required for the particular use and shall be directed to the specific location intended for illumination (e.g., roads, walkways, or recreation fields) to prevent direct exposure to the Sacramento River.</td>
<td>Implement spill-over light and minimization measures through screening and screening. Use minimum wattage required.</td>
<td>RSPU, KPMC, SO</td>
<td>Project applicant</td>
<td>During site plan and design review</td>
</tr>
<tr>
<td>4.3-9</td>
<td>Development of the proposed projects could conflict with local policies protecting trees.</td>
<td>All tree removal within the RSP Area shall comply with the current City of Sacramento tree protection ordinance. The applicant shall implement mitigation measures to protect retained trees, and replace for the loss of tree resources (tree protection, and replacement measures shall be determined in consultation with the City).</td>
<td>Conduct tree removal activities in accordance with City tree protection ordinance.</td>
<td>RSPU, KPMC, MLS, SO</td>
<td>Project applicant</td>
<td>During site plan and design review and in compliance with tree protection ordinance requirements</td>
</tr>
<tr>
<td>4.3-11</td>
<td>Implementation of the proposed projects, in combination with other cumulative development, could/would contribute to the cumulative harm to, or loss of nesting habitat, for Swainson's hawk, white-tailed kite, purple martin, and other sensitive and/or protected bird species.</td>
<td>Implement Mitigation Measures 4.3-2(a) and 4.3-2(b).</td>
<td>See Mitigation Measure 4.3-2(a) and Mitigation Measure 4.3-2(b).</td>
<td>See Mitigation Measure 4.3-2(a) and Mitigation Measure 4.3-2(b).</td>
<td>See Mitigation Measure 4.3-2(a) and Mitigation Measure 4.3-3(b).</td>
<td>See Mitigation Measure 4.3-2(a) and Mitigation Measure 4.3-3(b).</td>
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<td>4.3-12</td>
<td>Implementation of the proposed projects, in combination with other cumulative development, could/would contribute to cumulative impacts to special-status fish species and degradation of designated critical habitat.</td>
<td>4.3-12: Implementation of Mitigation Measures 4.3-2 to 4.3-7</td>
<td>See Mitigation Measures 4.3-2 to 4.3-7</td>
<td>City of Sacramento Community Development Department</td>
<td>Prior to any ground-disturbing activity in Archaeologically Sensitive Areas (ASAs), a focused Archaeological Testing Plan (ATP) shall be prepared and implemented to determine the presence/absence of archaeological resources and to assess their eligibility to the CRHR. The ATP shall be reviewed and approved by the Preservation Director prior to implementation. An example outline of the ATP is included in Appendix E of this Draft SEIR.</td>
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<tr>
<td>4.3-13</td>
<td>Implementation of the proposed project, in combination with other cumulative development, could/would contribute to the cumulative loss of habitat for the Valley Elderberry Longhorn Beetle.</td>
<td>4.3-13: Implementation of Mitigation Measure 4.3-4</td>
<td>See Mitigation Measure 4.3-4</td>
<td>City of Sacramento Community Development Department</td>
<td>Prior to any ground-disturbing activity in Archaeologically Sensitive Areas (ASAs), a focused Archaeological Testing Plan (ATP) shall be prepared and implemented to determine the presence/absence of archaeological resources and to assess their eligibility to the CRHR. The ATP shall be reviewed and approved by the Preservation Director prior to implementation. An example outline of the ATP is included in Appendix E of this Draft SEIR.</td>
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<td>4.3-15</td>
<td>Implementation of the proposed projects, in combination with other cumulative development, could/would contribute to the cumulative loss of habitat, or impacts to the bat species.</td>
<td>4.3-15: Implementation of Mitigation Measure 4.3-6</td>
<td>See Mitigation Measure 4.3-6</td>
<td>City of Sacramento Community Development Department</td>
<td>Prior to any ground-disturbing activity in Archaeologically Sensitive Areas (ASAs), a focused Archaeological Testing Plan (ATP) shall be prepared and implemented to determine the presence/absence of archaeological resources and to assess their eligibility to the CRHR. The ATP shall be reviewed and approved by the Preservation Director prior to implementation. An example outline of the ATP is included in Appendix E of this Draft SEIR.</td>
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<td>4.3-16</td>
<td>Implementation of the proposed projects, in combination with other cumulative development, could/would contribute to the cumulative loss of sensitive habitats including protected wetland habitat as defined in Section 404 of the Clean Water Act, riparian vegetation, and state jurisdictional waters/wetlands.</td>
<td>4.3-16: Implementation of Mitigation Measure 4.3-7</td>
<td>See Mitigation Measure 4.3-7</td>
<td>City of Sacramento Community Development Department</td>
<td>Prior to any ground-disturbing activity in Archaeologically Sensitive Areas (ASAs), a focused Archaeological Testing Plan (ATP) shall be prepared and implemented to determine the presence/absence of archaeological resources and to assess their eligibility to the CRHR. The ATP shall be reviewed and approved by the Preservation Director prior to implementation. An example outline of the ATP is included in Appendix E of this Draft SEIR.</td>
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<tr>
<td>4.3-17</td>
<td>Implementation of the proposed projects, in combination with other cumulative development, could/would contribute to the cumulative isolation or interruption of contiguous habitat which would interfere substantially with the movement of resident or migratory fish or wildlife species, migratory corridors, or impede the use of native wildlife nursery sites.</td>
<td>4.3-17: Implementation of Mitigation Measure 4.3-8</td>
<td>See Mitigation Measure 4.3-8</td>
<td>City of Sacramento Community Development Department</td>
<td>Prior to any ground-disturbing activity in Archaeologically Sensitive Areas (ASAs), a focused Archaeological Testing Plan (ATP) shall be prepared and implemented to determine the presence/absence of archaeological resources and to assess their eligibility to the CRHR. The ATP shall be reviewed and approved by the Preservation Director prior to implementation. An example outline of the ATP is included in Appendix E of this Draft SEIR.</td>
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<td>4.4 Cultural Resources</td>
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<tr>
<td>4.4-1</td>
<td>The proposed projects could cause a substantial adverse change in the significance of an archaeological resource, including human remains.</td>
<td>4.4-1(a)</td>
<td>Prior to any ground-disturbing activity in Archaeologically Sensitive Areas (ASAs), a focused Archaeological Testing Plan (ATP) shall be prepared and implemented to determine the presence/absence of archaeological resources and to assess their eligibility to the CRHR. The ATP shall be reviewed and approved by the Preservation Director prior to implementation. An example outline of the ATP is included in Appendix E of this Draft SEIR.</td>
<td>City of Sacramento-Community Development Department</td>
<td>Project applicant</td>
<td>Prior to ground disturbance such as grading and excavation activities for individual applicable development projects</td>
</tr>
<tr>
<td>4.4-1(b)</td>
<td>Prepare an Archaeological Mitigation Plan, if necessary.</td>
<td>RSPU (ASAs only)</td>
<td>Project applicant</td>
<td>Prior to ground disturbance such as grading and excavation activities for individual applicable development projects</td>
<td>City of Sacramento-Community Development Department</td>
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| Mitigation Monitoring Plan | Based upon the results of test excavations, it may be necessary to conduct archaeological monitoring in some areas. In these areas, an Archaeological Monitoring Plan shall be prepared and implemented to assist in identifying and protecting anticipated archaeological resources. If any are discovered during grading or construction activities, at a minimum, the Monitoring Plan shall include: 

- Reprisals to result in the cessation of activities upon discovery; 
- Evaluation of such resources for historic significance; and if the resource is significant and the resource is significant, 
  - Include provisions to result in the cessation of activities upon discovery, evaluation of such resources for historic significance, and if the resource is significant, 
  - Include appropriate treatment of the resource, if any, discovered during grading or construction activities. The City Preservation Director shall approve the Archaeological Monitoring Plan prior to implementation. 
  - An example outline of an Archaeological Monitoring Plan is included in Appendix E of this Draft SEIR. | Prepare and implement an Archaeological Monitoring Plan. | RSPU (ASAs only) | Project applicant | During excavation and grading activities | City of Sacramento Community Development Department |
| | iv. Prior to construction activities, an archaeologist will lead an in-field tailgate training session for project construction crews on the kinds and types of resources that may be present, and give plans for actions of work stoppage to occur should archaeological features be encountered. | Retain a qualified archaeologist to conduct archaeological resources pre-construction training. | RSPU (ASAs only) | Project applicant | Immediately prior to ground-disturbing activities (grading or excavation) for individual applicable development projects | City of Sacramento Community Development Department |
| | 4.4-1(b) Within the current footprint of the northern levee embankment, prior to ground-disturbing activities that are anticipated to extend below the level of North B Street (e.g., excavation below the base of the existing levee embankment), an Archaeological Monitoring Plan shall be prepared and implemented to ensure appropriate identification and treatment of anticipated archaeological resources or human remains within the area of construction activities. In the event of inadvertent discovery of a potential archaeological resource or human remains, Mitigation Measure 4.4-1(c) will be implemented. | Retain a qualified archaeologist to prepare and implement an Archaeological Monitoring Plan for the area within the footprint of the northern levee embankment. | RSPU (footprint of the northern levee embankment only) | Project applicant | Prepare plan prior to ground-disturbing activities (grading or excavation) that are anticipated to extend below the level of North B Street; implement plan during ground-disturbing activities | City of Sacramento Community Development Department |
| | 4.4-1(c) In the event that unanticipated archaeological resources or human remains are encountered, compliance with federal and state regulations and guidelines regarding the treatment of cultural and human remains shall be required. The following details the procedures to be followed in the event that new cultural resource sites or human remains are discovered: 

i. If a monitoring archaeologist or a member of the construction crew believes an archaeological resource has inadvertently been uncovered, appropriate steps shall be taken, such as directed by the archaeologist, to protect the discovery site. The area of the discovery site should be delineated and secured, and it should be ensured that appropriate steps are taken to protect the site and to ensure its integrity. 

ii. If a monitoring archaeologist or a member of the construction crew believes an archaeological resource has inadvertently been uncovered, appropriate steps shall be taken, such as directed by the archaeologist, to protect the discovery site. The area of the discovery site should be delineated and secured, and it should be ensured that appropriate steps are taken to protect the site and to ensure its integrity. 

iii. If a monitoring archaeologist or a member of the construction crew believes an archaeological resource has inadvertently been uncovered, appropriate steps shall be taken, such as directed by the archaeologist, to protect the discovery site. The area of the discovery site should be delineated and secured, and it should be ensured that appropriate steps are taken to protect the site and to ensure its integrity. | Cease work if discovery is made. Conduct field investigation. Recover data and record resources on appropriate DPR forms, as appropriate. | RSPU, KPMC, MLS, SO | Project applicant | During ground-disturbing activities for individual applicable development projects | City of Sacramento Community Development Department |
4. Mitigation Monitoring Plan

**TABLE 4-1**

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<td>At a minimum the area will be secured to a distance of 50 feet from the discovery. Vehicles, equipment, and unauthorized personnel shall not be permitted to traverse the discovery site. The archaeological site shall be assessed and a report on the condition and significance of the find. Impacts to cultural resources shall be assessed to a less-than-significant level through data recovery or other methods determined adequate by the archaeologist and consistent with the Secretary of the Interior's Standards for Archaeological Documentation. All identified cultural resources shall be recorded on DPR forms and filed with the North Central Information Center.</td>
<td>ii. If human remains are discovered at the project construction site during any phase of construction, all ground-disturbing activity within 50 feet of the resources shall be halted and the County Coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7280.2 of California's Health and Safety Code. If the remains are determined to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. If the remains are determined to be Chinese, or any other ethnic group, the appropriate local organization affiliated with that group shall be contacted and all reasonable effort shall be made to identify the remains and determine an appropriate method of disposition. The approved mitigation shall be implemented before the resumption of ground-disturbing activities within 50 feet of where the remains were discovered. If the remains are of Native American origin, the landowner or the landowner's representative shall contact the Native American Heritage Commission to identify the Most Likely Descendant. That individual shall be asked to make a recommendation to the landowner for treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.983. If the Most Likely Descendant fails to make a recommendation or the landowner or his or her authorized representative rejects the recommendation of the descendant, and if mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner, then the landowner or authorized representative shall notify the Secretary of the Interior and the appropriate local organization affiliated with the group. If the landowner or authorized representative does not notify the Secretary of the Interior, the Secretary shall take appropriate action to protect the site and associated grave goods with appropriate measures.</td>
<td>Cease work and notify the County Coroner. Follow protocol for further notification including to the NAHC, if applicable. Contact the Native American Heritage Commission to identify the Most Likely Descendant, if applicable.</td>
<td>RSPU, KPNC, MLS, SO Project applicant</td>
<td>During ground-disturbing activities for individual applicable development projects</td>
<td>City of Sacramento Community Development Department</td>
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<td>4.4-1(d)</td>
<td>The title to all abandoned ships, archaeological sites, and historic or cultural resources on or in the tidelands of California is vested in the State and under the jurisdiction of the California State Lands Commission (CSLC) (PBC Section 6313). In the case of an inadvertent discovery of a submerged shipwreck or related artifacts, all work must cease in the immediate vicinity of the find and the lead agency’s archaeological resource staff will be notified immediately in order to initiate consultation with the CSLC staff within two business days of such discovery.</td>
<td>SO</td>
<td>Project applicant</td>
<td>During in-water construction</td>
<td>City of Sacramento Community Development Department, California State Lands Commission</td>
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<td></td>
<td>PBC Section 6313(d) states any submerged Historic Resource remaining in state waters for more than 50 years will be presumed to be archaeologically or historically significant. If the lead agency’s archaeologist, in consultation with the CSLC staff, determines that a historical resource may be present, the lead agency will retain the services of a qualified maritime archaeological consultant. The maritime archaeological consultant will recommend whether the discovery is an archaeological or historical resource that retains sufficient integrity and if potential historical or scientific significance. The maritime archaeological consultant will also recommend to what action, if any, is warranted. Based on this information, and consultation with the CSLC, implementation of additional measures may be required. Actions shall include preservation in situ of the historical resource, implementation of a data recovery program, or other action that preserves the cultural value of the resource. The maritime archaeological consultant will submit a Final Cultural Resources Technical Report to the lead agency, SO, and the CSLC staff. This report will include an evaluation of the historical significance, with a description of the archaeological and historical research methods employed in any archeological data recovery program undertaken.</td>
<td>SO</td>
<td>Project applicant</td>
<td>During in-water construction</td>
<td>City of Sacramento Community Development Department, California State Lands Commission</td>
</tr>
<tr>
<td>4.4-2(a)</td>
<td>Consistent with Section 17.604 and other sections of Title 17 of the City’s Planning &amp; Development Code, and in coordination and consultation with the Preservation Director and the Preservation Commission, a Historic District Plan that is specifically focused on the Historic District in the Central Shops shall be prepared. Any development within the Historic District shall comply with the standards and criteria identified in the plan. The Historic District Plan shall include, at a minimum, the following components: 1. Statement of the goals for review of development projects within the Historic District; 2. A representation of the historical development of land uses, existing land uses, and any adopted plans for future land uses; 3. A statement of findings, including the following: a. The historical or pre-historical period to which the area is significant; b. The predominant periods or styles of the structures or features therein.</td>
<td>RSPU Central Shops District</td>
<td>Project applicant</td>
<td>Prior to issuance of permit in the Central Shops District</td>
<td>City of Sacramento Community Development Department, City of Sacramento Preservation Commission</td>
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**RSPU = Railyards Specific Plan Update; KPMC = Kaiser Permanent Medical Center; MLS = Major League Soccer Stadium; SO = Stormwater Outfall**
### TABLE 4.1
SACRAMENTO RAILYARDS SPECIFIC PLAN UPDATE, KP MEDICAL CENTER, MLS STADIUM, & STORMWATER OUTFALL MITIGATION MONITORING PLAN

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<td>c.</td>
<td>The significant features and characteristics of such periods or styles, as represented in the Historic District and incorporating the findings of the Historic district designation completed by the City in 2007, specifically the materials, textures, architectural and landscape, landscape and site features and fixtures.</td>
<td>Prepare and file the full Southern Pacific Company Sacramento Shops HAER document.</td>
<td>RSPU Central Shops District</td>
<td>Project applicant</td>
<td>Prior to issuance of building permit in the Central Shops District</td>
<td>City of Sacramento Community Development Department, City of Sacramento Preservation Office, and Center for Sacramento History.</td>
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<tr>
<td>d.</td>
<td>A statement, consistent with Title 17, Sacramento Register of Historic and Cultural Resources, of this chapter, of the standards and criteria to be used in determining the appropriateness of any development project involving a landmark, contributing resource or noncontributing resource within the Historic District.</td>
<td>Design buildings to comply with SOI standards. Conduct appropriate consultation with the City of Sacramento Historic Preservation Director for any new projects to ensure that new projects protect the integrity of the Historic property.</td>
<td>RSPU Central Shops and Transition Zone</td>
<td>Project applicant</td>
<td>During site plan and design review</td>
<td>City of Sacramento Community Development Department.</td>
</tr>
<tr>
<td>4.4-2(b)</td>
<td>A copy of the full Southern Pacific Company Sacramento Shops HAER document (HAER CA30:35) shall be completed, and filed with the City’s Preservation Office and Center for Sacramento History, including the historic narrative, architectural drawings, and photographs, and archival quality copies disseminated to the appropriate state, regional, and local repositories.</td>
<td>Design new buildings to not have a significant impact on the Historic District’s contributing resources or its features and characteristics.</td>
<td>RSPU Central Shops and Transition Zone</td>
<td>Project applicant</td>
<td>During site plan and design review</td>
<td>City of Sacramento Community Development Department.</td>
</tr>
<tr>
<td>4.4-3</td>
<td>Any proposed new project within the Central Shops Historic District (including new construction on Lot 12) shall be designed in compliance with the Secretary of the Interior’s Standards for the Treatment of Historic Properties, specifically the standards for rehabilitation and new construction within a historic district. Standards 9 and 10 for Rehabilitation state that: 9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and shall be compatible with the historic materials, features, size, scale, and proportion, and meaning to protect the integrity of the property and its environment. 10. New additions and adjacent or related new construction shall be undertaken in such a manner that, if removed in the future, the essential form and integrity of the Historic property and its environment would be preserved.</td>
<td>The RSPU Design Guidelines and policies shall be consistent with these standards. In addition to compliance with the above, with the proposed adopted Historic District plan, the City of Sacramento Historic Preservation Director, or the Commission, as appropriate per Preservation Development Project Site Plan &amp; Design Review requirements of Title 17 of the City Code, shall review any proposed projects site plan and design to ensure for compatibility with the SOI Standards and the adopted Historic District plan.</td>
<td>RSPU Central Shops and Transition Zone</td>
<td>Project applicant</td>
<td>During site plan and design review</td>
<td>City of Sacramento Community Development Department.</td>
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<td>4.4-7: Construction of the proposed projects could damage and/or destroy paleontological resources.</td>
<td>Implement protocols for the inadvertent discovery and treatment of paleontological resources.</td>
<td>RSPU, KP, MNC, MLS, SO</td>
<td>Project applicant</td>
<td>During ground-disturbing activities (grading or excavation) for individual applicable development projects</td>
<td>City of Sacramento Community Development Department</td>
</tr>
<tr>
<td>4.4-8: The proposed projects could contribute to the cumulative loss or alteration of archaeological resources, including human remains.</td>
<td>Implement Mitigation Measure 4.4-1(a) through 4.4-1(d).</td>
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<tr>
<td>4.4-9: The proposed projects could contribute to the cumulative loss or alteration of historic built resources, including the Central Shops Historic District (the Southern Pacific Railroad Shops), the Water Tower, the Sacramento Valley Station, or the Alkali Flat Historic Districts.</td>
<td>Implement Mitigation Measure 4.4-2 and 4.4-3.</td>
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</tr>
<tr>
<td>4.4-10: The proposed projects would contribute to cumulative losses of paleontological resources.</td>
<td>Implement Mitigation Measure 4.4-7.</td>
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<tr>
<td>4.6 Geology, Soils, and Seismicity</td>
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</tr>
<tr>
<td>4.6-2: The proposed projects could result in damage to the historic Central Shops.</td>
<td>Implement historic building stabilization measures, including incorporation into construction plans, for ground disturbing (grading or excavation) activity within 50 feet of historic structures.</td>
<td>RSPU</td>
<td>Project applicant</td>
<td>Prior to issuance of grading permit within 50 feet of Central Shops</td>
<td>City of Sacramento Community Development Department</td>
</tr>
</tbody>
</table>
TABLE 4-1
SACRAMENTO RAILYARDS SPECIFIC PLAN UPDATE, KP MEDICAL CENTER, MLS STADIUM, & STORMWATER OUTFALL MITIGATION MONITORING PLAN

<table>
<thead>
<tr>
<th>Impact</th>
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</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>4.8-1</td>
<td>If determined necessary, implement temporary shoeing or stabilization measures, as approved by the City Chief Building Official.</td>
<td>RSPU</td>
<td>Project applicant</td>
<td>Prior to ground-disturbing activities (grading or excavation) within 50 feet of Central Stage</td>
<td>City of Sacramento Community Development Department and City Chief Building Official.</td>
</tr>
<tr>
<td></td>
<td>4.8-2</td>
<td>If unidentified or suspected contaminated soil or groundwater evidenced by stained soil, noxious odors, or ground-water evidenced by stained soil, noxious odors, or groundwater table, or where volatile contaminants in soil vapor could enter porous utility lines, measures such as concrete trenches, membrane barriers and vents will be used to prevent infiltration of contaminants into pipelines.</td>
<td>RSPU (West Jibboom only), SO</td>
<td>Project applicant</td>
<td>During ground-disturbing activities (grading or excavation)</td>
<td>City of Sacramento Community Development Department.</td>
</tr>
<tr>
<td></td>
<td>4.8-3</td>
<td>Implement contamination avoidance and treatment measures. If contaminated soil or groundwater is encountered, cease work, identify the contaminant, and execute a remediation plan.</td>
<td>RSPU, KPMC, MLS, SO</td>
<td>Project applicant</td>
<td>Following identification of contaminated soil or groundwater during ground-disturbing activities</td>
<td>City of Sacramento Community Development Department.</td>
</tr>
<tr>
<td></td>
<td>4.8-4</td>
<td>Implement Mitigation Measure 4.8-1.</td>
<td>RSPU, KPMC, MLS, SO</td>
<td>Project applicant</td>
<td>During site plan and design review</td>
<td>City of Sacramento Community Development Department.</td>
</tr>
<tr>
<td></td>
<td>4.8-5</td>
<td>4.8-7</td>
<td>Implement measures to prevent infiltration of contaminants into pipelines. Identify measures on construction drawings.</td>
<td>RSPU, KPMC, MLS, SO</td>
<td>Project applicant</td>
<td>During site plan and design review</td>
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</tbody>
</table>

4.8-1 Operation of the proposed projects could result in the exposure of people to health risks associated with contaminated soils and groundwater.

4.8-2 Development of the proposed projects could result in the exposure of people to health risks associated with contaminated soils and groundwater.

4.8-3 Construction of the proposed projects' infrastructure and buildings could interfere with remediation efforts.

4.8-4 Operation of the proposed projects could result in the exposure of people to health risks associated with contaminated soils and groundwater.

4.8-5 In areas where the groundwater contamination has the potential to reach water, sewer, or storm drainage pipelines due to fluctuations in the elevation of the groundwater table, or where volatile contaminants in soil vapor could enter porous utility lines, measures such as concrete trenches, membrane barriers and vents will be used to prevent infiltration of contaminants into pipelines. Implement measures to prevent infiltration of contaminants into pipelines. Identify measures on construction drawings.

4.8-6 Monitoring of the above areas shall be performed by the development and/or the City, reported to DTSC and Regional Water Board, and corrective action taken as required by DTSC and Regional Water Board.

4.8-7 If contaminants are encountered, collect samples and take corrective action as required by DTSC and/or Regional Water Board.
### TABLE 4-1

**SACRAMENTO RAILYARDS SPECIFIC PLAN UPDATE, KP MEDICAL CENTER, MLS STADIUM, & STORMWATER OUTFALL MITIGATION MONITORING PLAN**

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<tr>
<td>4.8-8: The proposed projects in combination with development of other projects in the surrounding area known to contain, or could contain, contaminated soil or groundwater, could present a hazard to construction workers if not properly managed.</td>
<td>4.8-8</td>
<td>Implement Mitigation Measure 4.8-1.</td>
<td>RSPU, KPMC, MLS</td>
<td>Project applicant</td>
<td>Prior to issuance of demolition or grading permit; include measures on construction drawings</td>
<td>City of Sacramento Community Development Department</td>
</tr>
<tr>
<td>4.8-9: The proposed projects could contribute to cumulative dewatering activities that could interfere with remediation of the existing South Plume and Lagoon Plume.</td>
<td>4.8-9</td>
<td>Implement Mitigation Measure 4.8-1.</td>
<td>RSPU, KPMC, MLS</td>
<td>Project applicant</td>
<td>Prior to issuance of demolition or grading permit; include measures on construction drawings</td>
<td>City of Sacramento Community Development Department</td>
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<tr>
<td>4.10 Noise and Vibration</td>
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</tr>
<tr>
<td>4.10-1: Construction of the proposed projects could generate noise that would conflict with City standards.</td>
<td>4.10-1</td>
<td>The contractor shall ensure that the following measures are implemented during all phases of project construction:</td>
<td>RSPU, KPMC, MLS</td>
<td>Project applicant</td>
<td>Include measures on construction drawings</td>
<td>City of Sacramento Community Development Department</td>
</tr>
<tr>
<td>a) Whenever construction occurs within 130 feet to occupied residences (on or offsite), temporary barriers shall be installed to shield the ground floor of the noise-sensitive uses. These barriers shall be of ¾-inch Medium Density Overlay (MDO) plywood sheathing, or other material of equivalent slab and appearance, and shall achieve a Sound Transmission Class of STC-30, or greater, based on certified sound transmission loss data submitted to the Planning Director for review and approval by the City of Sacramento Building Official.</td>
<td>4.10-1(a)</td>
<td>Implement temporary noise barriers to shield construction sites from sensitive uses.</td>
<td>RSPU, KPMC, MLS</td>
<td>Project applicant</td>
<td>Include measures on construction drawings</td>
<td>City of Sacramento Community Development Department</td>
</tr>
<tr>
<td>b) Construction equipment staging areas shall be located as far as feasible from residential areas while still serving the needs of construction contractors.</td>
<td>4.10-1(b)</td>
<td>Stage construction equipment away from residential areas.</td>
<td>RSPU, KPMC, MLS</td>
<td>Project applicant</td>
<td>Include measures on construction drawings</td>
<td>City of Sacramento Community Development Department</td>
</tr>
<tr>
<td>c) Use of auger displacement for installation of foundation piles, if feasible, if impact pile driving is required: “sonic” piles shall be used, unless engineering studies are submitted to the City that show this is not feasible, based on geotechnical considerations.</td>
<td>4.10-1(c)</td>
<td>Use auger displacement drilling, or “sonic” pile driving to the extent feasible.</td>
<td>RSPU, KPMC, MLS</td>
<td>Project applicant</td>
<td>Prior to issuance of demolition or grading permit; include measures on construction drawings</td>
<td>City of Sacramento Community Development Department</td>
</tr>
<tr>
<td>d) Prior to impact pile driving activities in Block 45, 50, and 52, the applicant shall coordinate with the KCRA building management staff in order to minimize disruption from pile driving, to the extent feasible.</td>
<td>4.10-1(d)</td>
<td>Coordinate with KCRA.</td>
<td>RSPU, KPMC, MLS</td>
<td>Project applicant</td>
<td>Prior to issuance of demolition or grading permit; include measures on construction drawings</td>
<td>City of Sacramento Community Development Department</td>
</tr>
<tr>
<td>4.10-2: Operations of the proposed projects could result in a substantial permanent increase in ambient exterior noise levels in the project vicinity.</td>
<td>4.10-2</td>
<td>The project sponsor shall ensure that the following measures are implemented for all development under the proposed Specific Plan:</td>
<td>RSPU, KPMC, MLS</td>
<td>Project applicant</td>
<td>Prior to issuance of building permits</td>
<td>City of Sacramento Community Development Department</td>
</tr>
<tr>
<td>4.10-2(a): Prior to the issuance of building permits, the applicant shall submit engineering and acoustical specification for project mechanical HVAC equipment and the proposed locations of onsite loading docks.</td>
<td>4.10-2(a)</td>
<td>Submit engineering and acoustical specification for project mechanical HVAC equipment and the proposed locations of onsite loading docks.</td>
<td>RSPU, KPMC, MLS</td>
<td>Project applicant</td>
<td>Prior to issuance of building permits</td>
<td>City of Sacramento Community Development Department</td>
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</tbody>
</table>

RSPU = Railyards Specific Plan Update; KPMC = Kaiser Permanente Medical Center; MLS = Major League Soccer Stadium; SO = Stormwater Outfall
TABLE 4-1

SACRAMENTO RAILYARDS SPECIFIC PLAN UPDATE, KP MEDICAL CENTER, MLS STADIUM, & STORMWATER OUTFALL MITIGATION MONITORING PLAN

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<tr>
<td>ii. Noise-generating stationary equipment associated with proposed commercial and/or office uses, including portable generators, compressors, and compactors shall be enclosed in acoustically shielded enclosures to reduce unmitigated impacts to noise-sensitive residential uses.</td>
<td>Enclose or shield noise-generating equipment.</td>
<td>RSPU, KPMC, MLS</td>
<td>Project applicant</td>
<td>Prior to issuance of demolition or grading permit; include measures on construction drawings</td>
<td>City of Sacramento Community Development Department</td>
<td></td>
</tr>
<tr>
<td>iii. In order to avoid the exposure of rail noise to future sensitive receptors that would exceed the City of Sacramento exterior noise standards, residential units within Blocks 25, 49 and 50 shall not be placed closer than 180 feet from the centerline of the UPRR rail line.</td>
<td>Locate residential units on Blocks 25, 49 and 50 shall not be placed closer than 180 feet from the centerline of the UPRR rail line.</td>
<td>RSPU, KPMC, MLS</td>
<td>Project applicant</td>
<td>During site plan and design review</td>
<td>City of Sacramento Community Development Department</td>
<td></td>
</tr>
<tr>
<td>4.10-2(b)</td>
<td>Retain a qualified acoustical consultant to verify that the MLS Stadium architectural and outdoor amplified sound system designs incorporate all feasible acoustical features in order to comply with the City of Sacramento Noise Control Ordinance.</td>
<td>Retain a qualified acoustical consultant to evaluate architectural and outdoor amplified sound system design.</td>
<td>MLS</td>
<td>Project applicant</td>
<td>During site plan and design review</td>
<td>City of Sacramento Community Development Department</td>
</tr>
<tr>
<td>4.10-3(a)</td>
<td>Prior to the issuance of building permits for residential projects within the RSP Area, the City shall require project applicants for residential development to submit a detailed noise study, prepared by a qualified acoustical consultant, to identify design measures necessary to achieve the City of Sacramento interior noise standard of 45 dBA (Ldn) in the proposed new residences. The study shall be submitted to the City for review and approval. Design measures such as the following could be required, depending on the specific findings of the noise study: double-pane or triple-pane windows facing noise sources; solid-core doors; increased sound insulation of exterior walls (such as through staggered or double-stud, multiple layers of gypsum board, and incorporation of resilient channels); weather-tight seals for doors and windows; and acoustic attenuating materials and systems such as sealed windows with an air conditioning system installed for ventilation. This study can be a separate report, or included as part of the Noise and Vibration Reduction Plan for the proposed projects. The building plans submitted for building permit approval shall be accompanied by certification of a licensed engineer that the plans include the identified noise-attenuating design measures and satisfy the requirements of this mitigation measure.</td>
<td>Retain a qualified acoustical consultant to prepare a detailed noise study to be submitted to the City. Implement findings of required noise study. Incorporate noise-attenuating design measures into building plans and obtain verification of those incorporated measures from a licensed engineer.</td>
<td>City of Sacramento Community Development Department</td>
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</tr>
<tr>
<td>4.10-3(b)</td>
<td>Implement mitigation measure 4.10-2(b) to minimize noise from outdoor amplified sound systems.</td>
<td>Retain a qualified acoustical consultant to prepare a detailed noise study to be submitted to the City. Implement findings of required noise study. Incorporate noise-attenuating design measures into building plans and obtain verification of those incorporated measures from a licensed engineer.</td>
<td>RSPU</td>
<td>Project applicant</td>
<td>During site plan and design review</td>
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4 Mitigation Monitoring Plan

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<tbody>
<tr>
<td>4.10-4</td>
<td>Construction of the proposed projects could expose existing historic buildings, and persons within, to vibration that could disturb people and damage buildings.</td>
<td>Prior to the issuance of any building permit for each phase of project development, the project applicant shall develop a Vibration Reduction Plan in coordination with an acoustical consultant, geotechnical engineer, and construction contractor, and submit the Plan to the City Chief Building Official for approval. The Plan shall include the following elements:</td>
<td>Prepare and submit a Vibration Reduction Plan, Implement vibration avoidance, minimization, and monitoring requirements within the Vibration Reduction Plan.</td>
<td>RSPU, KPNC, MLS</td>
<td>Project applicant</td>
<td>Prior to issuance of a building permit for individual applicable development projects</td>
</tr>
<tr>
<td>4.10-4</td>
<td></td>
<td>To mitigate vibration, the Plan shall include measures such that surrounding buildings will be exposed to less than 81 VdB at 10 feet; less than 65 VdB at 20 feet; and less than 60 VdB at 30 feet, as required by City of Sacramento Railyards Specific Plan.</td>
<td>Limit vibration during construction.</td>
<td>RSPU, KPNC, MLS</td>
<td>Project applicant</td>
<td>Prior to issuance of a building permit for individual applicable development projects</td>
</tr>
<tr>
<td>4.10-4</td>
<td></td>
<td>Establish buffer distances and types of equipment selected to minimize vibration impacts during construction at nearby receptors in order to meet the specified standards.</td>
<td>Establish buffers around sensitive uses.</td>
<td>RSPU, KPNC, MLS</td>
<td>Project applicant</td>
<td>Prior to issuance of a building permit for individual applicable development projects</td>
</tr>
<tr>
<td>4.10-4</td>
<td></td>
<td>Implement a vibration, crack, and line and grade monitoring program at existing historic buildings located within 47 feet of construction activities. The following elements shall be included in this program:</td>
<td>Prepare crack monitoring plan for existing historic buildings located within 47 feet of construction activities. Project applicant shall provide City with regular reporting.</td>
<td>RSPU, KPNC, MLS</td>
<td>Project applicant</td>
<td>Prior to issuance of a building permit for individual applicable development projects</td>
</tr>
<tr>
<td>4.10-4</td>
<td></td>
<td>a. During building construction:</td>
<td>Monitor crack gauges during construction.</td>
<td>RSPU, KPNC, MLS</td>
<td>Project applicant</td>
<td>During construction activities within 47 feet of a historic building</td>
</tr>
<tr>
<td>4.10-4</td>
<td></td>
<td>i. The construction contractor shall regularly inspect and photograph crack gauges, maintaining records of those observations to be included in post-construction reporting. Gauges shall be inspected every two weeks, or more frequently during active project phases. It shall be the responsibility of the contractor to ensure sensitive areas are identified in close proximity to crack monitors, such as during the building construction of blocks 23 and 24.</td>
<td>Collect and report vibration data to City Chief Building Official.</td>
<td>RSPU, KPNC, MLS</td>
<td>Project applicant</td>
<td>During construction activities within 47 feet of a historic building</td>
</tr>
<tr>
<td>4.10-4</td>
<td></td>
<td>b. The construction contractor shall collect vibration data from receptors and report vibration levels to the City Chief Building Official on a monthly basis. The reports shall include annotations regarding project activity as it relates to predicted vibration (e.g., work on the third floor is expected to increase vibrations above the established threshold).</td>
<td>Collect vibration data from receptors and report vibration levels to the City Chief Building Official.</td>
<td>RSPU, KPNC, MLS</td>
<td>Project applicant</td>
<td>During construction activities within 47 feet of a historic building</td>
</tr>
<tr>
<td>4.10-4</td>
<td></td>
<td>c. With regards to historic structures, if vibration levels exceed the threshold and monitoring or inspection indicates that the project is damaging the building, the historic building shall be provided additional protection or stabilization. If the City Chief Building Official determines that the Historic Building has been damaged, the Historic Building shall be provided additional protection or stabilization. If the City Chief Building Official determines that the Historic Building has been damaged, the Historic Building shall be provided additional protection or stabilization to help avoid permanent impacts. Stabilization may involve structural reinforcement or corrective actions for deterioration that would minimize or avoid potential structural failure or void formation. Stabilization shall be conducted following the Secretary of Interior Standards Treatment of Historic Buildings.</td>
<td>Collect and report vibration data to City Chief Building Official.</td>
<td>RSPU, KPNC, MLS</td>
<td>Project applicant</td>
<td>During construction activities within 47 feet of a historic building</td>
</tr>
</tbody>
</table>
Mitigation Monitoring Plan

Preservation. This treatment shall ensure retention of the historical resource's character-defining features. Stabilization may temporarily impair the historic integrity of the building's design, material, or setting, and as such, the stabilization must be conducted in a manner that will not permanently impair a building's ability to convey its significance. Measures to shore or stabilize the building shall be installed in a manner that when they are removed, the historic integrity of the building remains, including integrity of material.

b. Post-construction
   i. The applicant (and its construction contractor) shall provide a report to the City Chief Building Official regarding crack and vibration monitoring conducted during demolition and construction. In addition to a narrative summary of the monitoring activities and their findings, this report shall include photographs illustrating the post-construction state of cracks and material conditions that were presented in the pre-construction assessment report, and images of other relevant conditions showing the impact, or lack of impact, of project activities. The photographs shall sufficiently illustrate damage, if any, caused by the project and/or show how the project did not cause physical damage to the historic and non-historic buildings listed in the project's assessment. The report shall include annotated analysis of vibration data related to project activities, as well as summaries of efforts undertaken to avoid vibration impacts. Finally, a post-construction line and grade survey shall also be included in this report.

Prepare crack monitoring and vibration monitoring final report to the City. Include post-construction photographs of cracks, as applicable.

RSPU, KPMC, MLS Project applicant Upon completion of construction activities within 47 feet of a historic building

City of Sacramento Community Development Department

ii. The project applicant (and its construction contractor) shall be responsible for repairs from damage to historic and non-historic buildings if damage is caused by vibration or movement during the demolition and/or construction activities. Repairs may be necessary to address, for example, cracks that expanded as a result of the project, physical damage visible in post-construction assessment, or holes or connection points that were needed for shoring or stabilization. Repairs shall be related to project impacts and will not apply to general rehabilitation or restoration activities of the buildings. If necessary for historic structures, repairs shall be conducted in accordance with the Secretary of Interior Standards Treatment of Preservation. The project applicant shall provide a work plan for the repairs and a completion report to the City Chief Building Official and City Preservation Director for review and comment.

Make repairs to damages historic and non-historic buildings caused by project construction, as applicable.

RSPU, KPMC, MLS Project applicant Upon completion of construction activities within 47 feet of a historic building

City of Sacramento Community Development Department

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**TABLE 4-1**

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<tr>
<td>Preservation. Stabilization may temporarily impair the historic integrity of the building's design, material, or setting, and as such, the stabilization must be conducted in a manner that will not permanently impair a building's ability to convey its significance. Measures to shore or stabilize the building shall be installed in a manner that when they are removed, the historic integrity of the building remains, including integrity of material.</td>
<td>Prepare crack monitoring and vibration monitoring final report to the City. Include post-construction photographs of cracks, as applicable.</td>
<td>RSPU, KPMC, MLS</td>
<td>Project applicant</td>
<td>Upon completion of construction activities within 47 feet of a historic building</td>
<td>City of Sacramento Community Development Department</td>
<td></td>
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<tr>
<td>b. Post-construction</td>
<td>Make repairs to damages historic and non-historic buildings caused by project construction, as applicable.</td>
<td>RSPU, KPMC, MLS</td>
<td>Project applicant</td>
<td>Upon completion of construction activities within 47 feet of a historic building</td>
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<tr>
<td>4.10-5: The residential, non-residential, and mixed-use buildings constructed pursuant to the RSPU could be exposed to vibration levels due to existing rail operations and/or I-5 traffic.</td>
<td>4.10-5(a)</td>
<td>Stabilize historic structures in the Central Shops Historic District.</td>
<td>RSPU Project applicant</td>
<td>Prior to construction activities within 47 feet of a historic building.</td>
<td>City of Sacramento Community Development Department.</td>
<td></td>
</tr>
<tr>
<td>4.10-5(b)</td>
<td>Retain a certified vibration consultant to prepare a site-specific vibration analysis for residential and historic structures within the screening distance near rail lines.</td>
<td>RSPU Project applicant</td>
<td>Prior to design review.</td>
<td>City of Sacramento Community Development Department.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.10-6: The proposed projects would result in exposure of people to cumulative increases in construction noise levels.</td>
<td>4.10-6</td>
<td>Implement Mitigation Measure 4.10-1 to minimize noise from outdoor amplified sound systems.</td>
<td>See Mitigation Measure 4.10-1.</td>
<td>See Mitigation Measure 4.10-1.</td>
<td>See Mitigation Measure 4.10-1.</td>
<td></td>
</tr>
<tr>
<td>4.10-7: The proposed projects would contribute to cumulative construction noise levels.</td>
<td>4.10-7</td>
<td>Implement Mitigation Measure 4.10-4 to minimize noise from outdoor amplified sound systems.</td>
<td>See Mitigation Measure 4.10-4.</td>
<td>See Mitigation Measure 4.10-4.</td>
<td>See Mitigation Measure 4.10-4.</td>
<td></td>
</tr>
<tr>
<td>4.10-8: Implementation of the proposed projects would contribute to cumulative increases in residential interior noise levels of 45 dBA Ldn or greater.</td>
<td>4.10-8(a)</td>
<td>Implement Mitigation Measure 4.10-2(a) to minimize noise from outdoor amplified sound systems.</td>
<td>See Mitigation Measure 4.10-2(a).</td>
<td>See Mitigation Measure 4.10-2(a).</td>
<td>See Mitigation Measure 4.10-2(a).</td>
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<tr>
<td>4.10-8(b)</td>
<td>Implement Mitigation Measure 4.10-2(b) to minimize noise from outdoor amplified sound systems.</td>
<td>See Mitigation Measure 4.10-2(b).</td>
<td>See Mitigation Measure 4.10-2(b).</td>
<td>See Mitigation Measure 4.10-2(b).</td>
<td>See Mitigation Measure 4.10-2(b).</td>
<td></td>
</tr>
<tr>
<td>4.11: Public Services</td>
<td>4.11-6</td>
<td>Prepare a safety study relative to school site’s proximity to rail lines.</td>
<td>RSPU</td>
<td>SCUSD</td>
<td>Prior to school site approval.</td>
<td>City of Sacramento Community Development Department. California Department of Education.</td>
</tr>
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4 Mitigation Monitoring Plan

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<tr>
<td>4.11-8 The proposed projects would increase the demand for parks and recreational facilities.</td>
<td>Prior to filing of the final map, the project applicant shall reach agreement with the City on which of the proposed project elements and in which manner meet the applicable City parkland dedication requirements.</td>
<td>Pay in lieu park dedication fees (Quimby). Pay Park Impact Fees or enter into a “turnkey” parkland agreement.</td>
<td>RSPU</td>
<td>Project applicant</td>
<td>Prior to filing of final map</td>
</tr>
<tr>
<td>4.11-8 The proposed projects would contribute to cumulative increases in demand on City parks and recreational facilities.</td>
<td>Implement Mitigation Measure 4.11-8.</td>
<td>See Mitigation Measure 4.11-8.</td>
<td>RSPU</td>
<td>Project applicant</td>
<td>See Mitigation Measure 4.11-8.</td>
</tr>
<tr>
<td>4.12 Transportation</td>
<td>Implement Event Transportation Management Plan (TMP) to the satisfaction of the City Traffic Engineer and subject to the performance standards set forth within, including:</td>
<td>Implement Event Transportation Management Plan (TMP) to meet performance standards.</td>
<td>RSPU</td>
<td>Project applicant</td>
<td>TMP approved prior to issuance of certificate of occupancy; implement during operation and during events at the MLS Stadium</td>
</tr>
</tbody>
</table>
## TABLE 4.1
### SACRAMENTO RAILYARDS SPECIFIC PLAN UPDATE, KP MEDICAL CENTER, MLS STADIUM, & STORMWATER OUTFALL MITIGATION MONITORING PLAN

<table>
<thead>
<tr>
<th>Impact</th>
<th>Mitigation Measure</th>
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<tbody>
<tr>
<td>5. Light Rail Transit: A new light rail station/stop is constructed on 7th Street north of Railyards Boulevard and operational at the time the stadium opens, providing an adequate level of LRT service to meet the Pre- and Post-Event ridership demands.</td>
<td>Implement Transportation Demand Management (TDM) Program as directed by Mitigation Measure 4.12-1(b)(ii).</td>
<td>Implement Transportation Demand Management Program</td>
<td>KPMC</td>
<td>Project applicant</td>
<td>Prior to issuance of Certificate of Occupancy for Phase 1 of the KP Medical Center</td>
<td>City of Sacramento, Community Development Department and Department of Public Works</td>
</tr>
<tr>
<td>6. Bus/Paratransit: Specific locations are provided to accommodate public buses and paratransit vehicle stops within one block of the MLS Stadium.</td>
<td>Improve Railyards Boulevard at 7th Street intersection.</td>
<td>Improve Railyards Boulevard/7th Street intersection.</td>
<td>KPMC</td>
<td>Project applicant</td>
<td>Prior to issuance of Certificate of Occupancy for Phase 1 of the KP Medical Center</td>
<td>City of Sacramento, Community Development Department and Department of Public Works</td>
</tr>
<tr>
<td>7. Ridesharing: Specific locations are provided for pick-up / drop-off areas such that taxi, Uber, or similar ridesharing services do not impede overall vehicular or pedestrian flow (including maintaining uncongested conditions along 10th Street to enable emergency vehicle response).</td>
<td>Coordinate traffic signals on Railyards Boulevard at 5th, 6th, and 7th Streets.</td>
<td>Coordinate traffic signals on Railyards Boulevard at 5th, 6th, and 7th Streets.</td>
<td>KPMC</td>
<td>Project applicant</td>
<td>Prior to issuance of Certificate of Occupancy for Phase 1 of the KP Medical Center</td>
<td>City of Sacramento, Community Development Department and Department of Public Works</td>
</tr>
<tr>
<td>8. Truck Staging: Delivery trucks associated with special events do not park or idle along 7th Street, 8th Street, North B Street, or Railyards Boulevard.</td>
<td>Implement one of the three available options to improve circulation through the RSP Area.</td>
<td>Implement one of the three available options to improve circulation through the RSP Area.</td>
<td>KPMC</td>
<td>Project applicant</td>
<td>Prior to issuance of Certificate of Occupancy for Phase 1 of the KP Medical Center</td>
<td>City of Sacramento, Community Development Department and Department of Public Works</td>
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TABLE 4-1  SACRAMENTO RAILYARDS SPECIFIC PLAN UPDATE, KP MEDICAL CENTER, MLS STADIUM, & STORMWATER OUTFALL MITIGATION MONITORING PLAN

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<tr>
<td>Inaccessibility of existing or planned pedestrian facilities in the Railyards Specific Plan Update area</td>
<td>4.12-1  c.</td>
<td>Implement Mitigation Measure 4.12-1(c)(ii).</td>
<td>MLS</td>
<td>Project applicant</td>
<td>Prior to issuance of certificate of occupancy; implement during construction and operations at the MLS Stadium</td>
<td>City of Sacramento, Community Development Department and Department of Public Works</td>
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<td></td>
<td></td>
<td>Implement Event Transportation Management Plan (TMP) to meet performance standards.</td>
<td>MLS</td>
<td>Project applicant</td>
<td>Prior to issuance of occupancy permit for the MLS Stadium</td>
<td>City of Sacramento, Community Development Department and Department of Public Works</td>
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<tr>
<td></td>
<td>4.12-1  d.</td>
<td>Implement Mitigation Measure 4.12-1(d)(i).</td>
<td>MLS</td>
<td>Project applicant</td>
<td>Prior to issuance of occupancy permit for the MLS Stadium</td>
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<td></td>
<td>Incorporate project design and implement roadway construction and improvements.</td>
<td>MLS</td>
<td>Project applicant</td>
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<td>City of Sacramento, Community Development Department and Department of Public Works</td>
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<tr>
<td></td>
<td>4.12-1  e.</td>
<td>Implement Mitigation Measure 4.12-1(e)(i).</td>
<td>MLS</td>
<td>Project applicant</td>
<td>Prior to and during project construction and operations</td>
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<td>4.12-1  f.</td>
<td>Implement Mitigation Measure 4.12-1(f)(i).</td>
<td>MLS</td>
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<td>4.12-2  a.</td>
<td>Implement Mitigation Measure 4.12-2(a)(i).</td>
<td>MLS</td>
<td>Project applicant</td>
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<td></td>
<td></td>
<td>Implement intersection improvements on the Dos Rios Street Leg at 12th Street/North B Street intersection.</td>
<td>MLS</td>
<td>Project applicant</td>
<td>Prior to issuance of occupancy permit for the MLS Stadium</td>
<td>City of Sacramento, Community Development Department and Department of Public Works</td>
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<td></td>
<td>4.12-2  b.</td>
<td>Implement Mitigation Measure 4.12-2(b)(i).</td>
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<td>Project applicant</td>
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<td>4.12-2  d.</td>
<td>Implement Mitigation Measure 4.12-2(d)(i).</td>
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<td>4.12-2  f.</td>
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<td>4.12-2  g.</td>
<td>Implement Mitigation Measure 4.12-2(g)(i).</td>
<td>MLS</td>
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<td>Implement Event Transportation Management Plan (TMP) to meet performance standards.</td>
<td>MLS</td>
<td>Project applicant</td>
<td>Prior to issuance of occupancy permit for the MLS Stadium</td>
<td>City of Sacramento, Community Development Department and Department of Public Works</td>
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<td>4.12-2  h.</td>
<td>Implement Mitigation Measure 4.12-2(h)(i).</td>
<td>MLS</td>
<td>Project applicant</td>
<td>Prior to issuance of occupancy permit for the MLS Stadium</td>
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<td></td>
<td>4.12-2  i.</td>
<td>Implement Mitigation Measure 4.12-2(i)(i).</td>
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<td>4.12-2  j.</td>
<td>Implement Mitigation Measure 4.12-2(j)(i).</td>
<td>MLS</td>
<td>Project applicant</td>
<td>Prior to and during project construction and operations</td>
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RSPU = Railyards Specific Plan Update; KPMC = Kaiser Permanente Medical Center; MLS = Major League Soccer Stadium; SO = Stormwater Outfall
### TABLE 4-1

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<tr>
<td>4.12-7</td>
<td>The proposed projects could cause construction-related traffic impacts.</td>
<td>Prepare Construction Traffic Management Plan with sufficient detail, and consult with identified public and private agencies. Submit a copy of each construction traffic management plan to local emergency response agencies and transit providers.</td>
<td>RSPU, KPMC, MLS</td>
<td>Project applicant</td>
<td>Prior to issuance of building permits for individual development projects</td>
<td>City of Sacramento Department of Public Works, Caltrans, affected transit providers, and local emergency service providers including City of Sacramento Fire and Police Departments.</td>
</tr>
</tbody>
</table>
### TABLE 4-1

**SACRAMENTO RAILYARDS SPECIFIC PLAN UPDATE, KP MEDICAL CENTER, MLS STADIUM, & STORMWATER OUTFALL MITIGATION MONITORING PLAN**

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</thead>
<tbody>
<tr>
<td>4.12-10</td>
<td>The proposed projects could worsen vehicle queuing at off-ramps on I-5 under cumulative conditions.</td>
<td>4.12-10 Implement Mitigation Measure 4.12-1(a)(ii)</td>
<td>RSPU, KPMC, MLS</td>
<td>See Mitigation Measure 4.12-1(a)(ii). See Mitigation Measure 4.12-1(a)(ii). See Mitigation Measure 4.12-1(a)(ii).</td>
<td>To be determined by the City</td>
<td>City of Sacramento</td>
</tr>
<tr>
<td>4.12-13</td>
<td>The proposed projects could adversely affect existing or planned pedestrian facilities or fail to provide for access for pedestrians under cumulative conditions.</td>
<td>4.12-13 Implement Mitigation Measure 4.12-1(a)(ii)</td>
<td>MLS</td>
<td>See Mitigation Measure 4.12-1(a)(ii). See Mitigation Measure 4.12-1(a)(ii). See Mitigation Measure 4.12-1(a)(ii).</td>
<td>To be determined by the City</td>
<td>City of Sacramento</td>
</tr>
<tr>
<td>4.12-14</td>
<td>The proposed projects could cause construction-related traffic impacts under cumulative conditions.</td>
<td>4.12-14 Implement Mitigation Measure 4.12-17</td>
<td>RSPU, KPMC, MLS</td>
<td>See Mitigation Measure 4.12-17. See Mitigation Measure 4.12-17. See Mitigation Measure 4.12-17.</td>
<td>To be determined by the City</td>
<td>City of Sacramento</td>
</tr>
<tr>
<td>4.13 Utilities</td>
<td>4.13-7</td>
<td>In order to ensure that sufficient capacity would be available to meet cumulative demands, the City shall implement, to the extent needed in order to secure sufficient supply, one or more of the following:</td>
<td>RSPU</td>
<td>City of Sacramento</td>
<td>To be determined by the City based on citywide water demand and supply.</td>
<td>City of Sacramento Public Works Department</td>
</tr>
</tbody>
</table>
|        | 4.13-7 | a. Maximize Water Conservation  
|        |        | b. Implement New Water Diversion and/or Treatment Infrastructure  
|        |        | c. Implement Additional Groundwater Pumping | | | |

**TABLE 6-1**