

CHAPTER 2

Project Description

2.1 Introduction

This chapter presents information regarding the components and characteristics of the proposed projects and the discretionary approvals anticipated to implement them. A concise outline of the project elements is provided in the Executive Summary.

The projects analyzed in this Draft SEIR include the Railyards Specific Plan Update (RSPU), which is available from the City of Sacramento, Community Development Department service counter.¹ Pertaining to the RSPU, this project description identifies the location of the project, an overview of the adopted 2007 RSP, the land uses allowed under the proposed RSPU, a description of the scenario analyzed in this SEIR based on allowed land uses, the off-site infrastructure that would be required to support the RSPU, other components of project implementation that are covered by this SEIR (e.g., design guidelines, Special Planning District ordinance, Historic District ordinance, development agreements), and those discretionary approvals that are required to implement the RSPU.

This Draft SEIR also includes consideration of three projects that are currently proposed in the Railyards: the Kaiser Permanente (KP Medical Center), the Major League Soccer Stadium (MLS Stadium, or Stadium), and a new Stormwater Outfall on the Sacramento River. Each of these projects is described herein, including the project site; physical characteristics; operational characteristics including hours of operation, employment, attendance, and such factors; construction characteristics; and anticipated discretionary approvals by the City and other agencies.

2.2 Project Location

The project site, referred to as the Railyards Specific Plan Area (RSP Area) in this SEIR, is located in Sacramento, California, approximately 80 miles east of San Francisco and 85 miles west of Lake Tahoe. Sacramento is a major transportation hub, the point of intersection of

¹ Where applicable, this SEIR incorporates by reference technical analyses or reports prepared by the City or its consultants in connection with the Railyards Specific Plan Update. All of these documents are available for review at the City of Sacramento's Community Development Department, 300 Richards Blvd, 3rd Floor, Sacramento, California, 95811, and on the City's web site at <http://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports>.

transportation routes that connect Sacramento to the San Francisco Bay area to the west, the Sierra Nevada mountain range and Nevada to the east, Los Angeles to the south, and Oregon and the Pacific Northwest to the north. The City is bisected by a number of major freeways including Interstate 5 (I-5) which traverses the state from north to south; Interstate 80 (I-80), which provides an east-west connection between San Francisco and Reno; and U.S. Highway 50 which provides an east-west connection between Sacramento and South Lake Tahoe. The Union Pacific Railroad (UPRR) also transects Sacramento. Daily Amtrak service is provided from the Sacramento Valley Station at the southern end of the project site, and links Sacramento to the Bay Area, the Central Valley south to Bakersfield, Amtrak regional bus connections throughout northern California, and points east. **Figure 2-1**, Regional Location shows the location of the project site in the Sacramento region.

The RSP Area is located within the City of Sacramento's Central City community, between the downtown Central Business District and the River District, near the confluence of the American and Sacramento rivers, as depicted in **Figure 2-2**, Project Vicinity. The approximately 244-acre RSP Area² is immediately north of the Central Business District; north and west of the Alkali Flat neighborhood; northeast of Old Sacramento; east of the Sacramento River and I-5; south of the Sacramento River Water Treatment Plant, North B Street and its adjacent commercial and industrial uses, as depicted in **Figure 2-3**, Project Site.

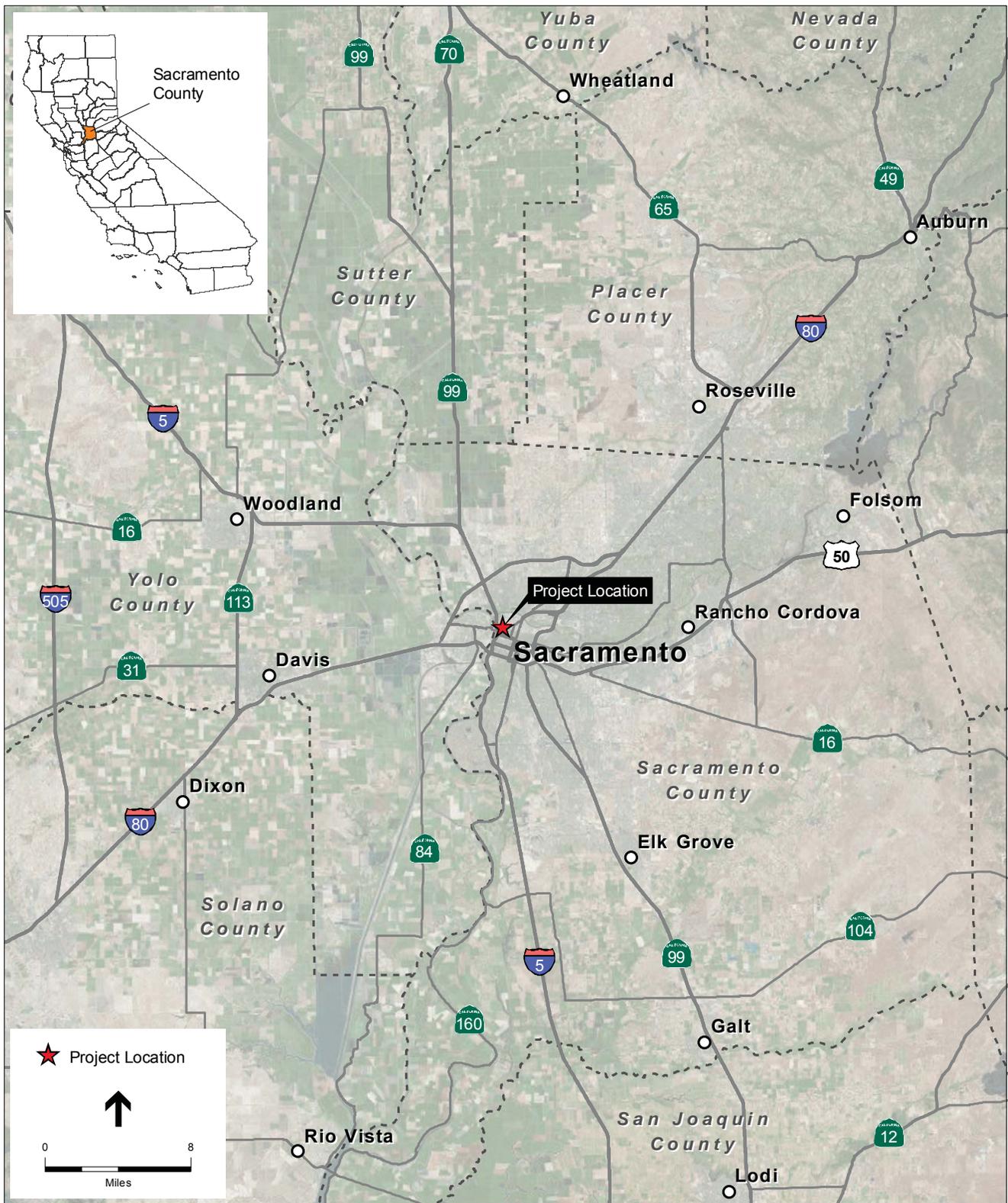
The RSP Area is located in the Central City Community Plan (CCCP) area and Downtown area of the City of Sacramento. The CCCP includes the area bounded by the American River on the north, Broadway on the south, the Sacramento River on the west, and Alhambra Boulevard on the east. I-5, which runs north-south through the RSP Area, near the western edge of the of the RSP Area near the Sacramento River, is elevated above the existing Union Pacific railroad line and vacant lands of the RSP Area. The RSP Area is comprised of nine Assessor's Parcel Numbers, including 002-0010-023, -044, -049, -052, -054, -056, -060, -062, and -063.

2.3 Project Objectives

CEQA Guidelines §15124(b) requires that the Project Description include a statement of the objectives intended to be achieved by the project. The objectives should describe the purpose of the project, and are intended to assist the lead agency in developing a reasonable range of alternatives for consideration in the EIR, as well as assisting the decision makers in assessing the feasibility of mitigation measures and alternatives.

The 2007 RSP EIR presented a set of project objectives. Those objectives are updated as appropriate for the proposed RSPU below. In addition, specific objectives for the KP Medical Center, MLS Stadium, and Stormwater Outfall projects are presented.

² The boundaries of the RSP Area are identical to the boundaries of the Railyards Specific Plan adopted in 2007.



SOURCE: ESRI, 2012; ESA, 2016

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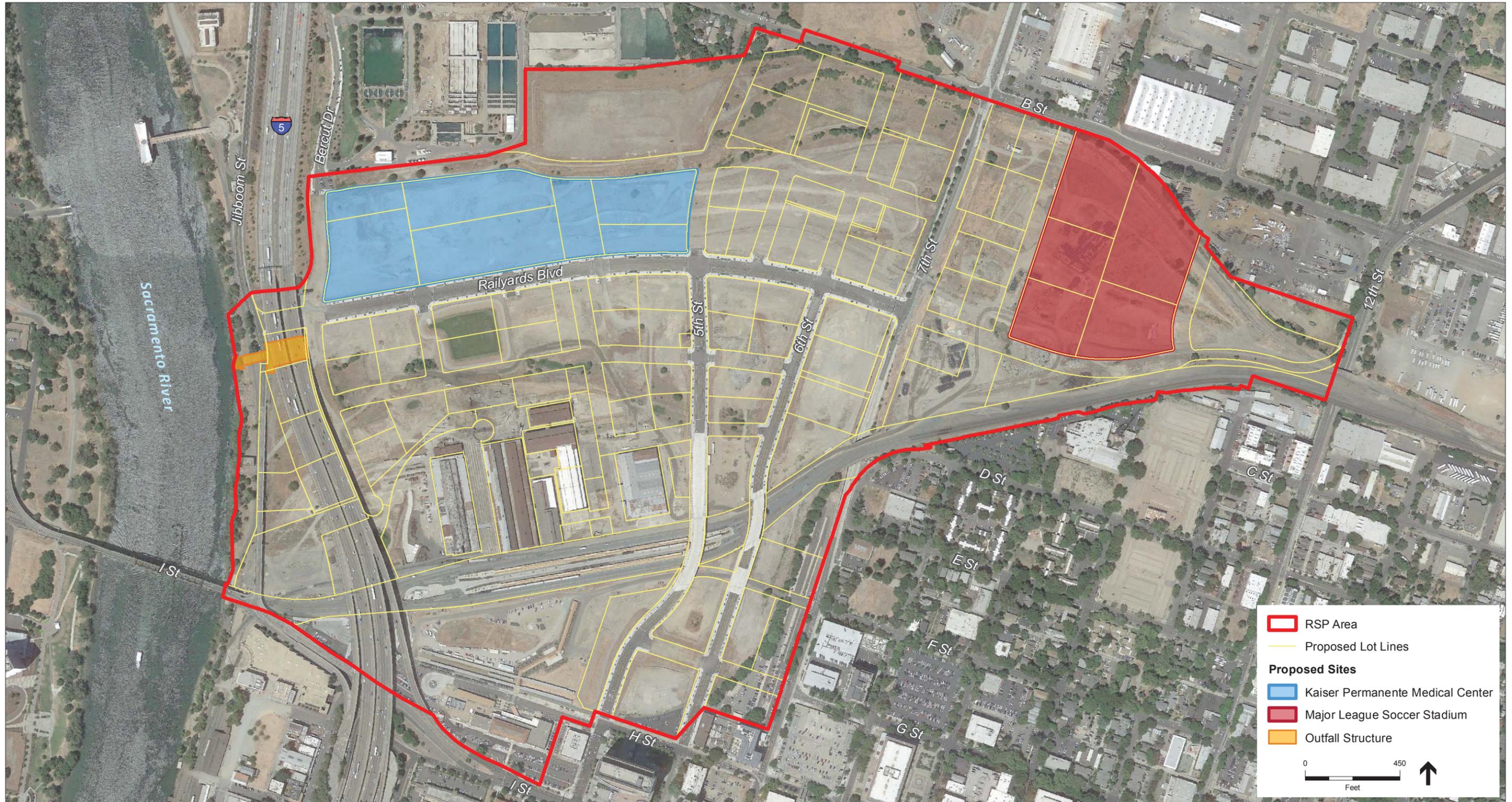
Figure 2-1
Regional Location



SOURCE: ESRI, 2012; City of Sacramento, 2015; Kimley-Horn, 2016; ESA, 2016

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Figure 2-2
Project Vicinity



2.3.1 Railyards Specific Plan Update

The overall goal of the RSPU is the orderly and systematic development of an integrated mixed-use component of the downtown community that is compatible with site characteristics and consistent with the City's goals and policies. More specifically, the objectives of the proposed RSPU are:

1. Transform the Railyards area from an underutilized industrial site into a transit-oriented, attractive, and vibrant mixed-use contribution to development, enhancement, and preservation of the City fabric;
2. Promote a dynamic 24-hour mixed-use urban village that provides a range of complementary uses—including cultural, office, hospitality, healthcare, entertainment, retail, residential, educational and open space—and a mixture of housing types, including affordable housing;
3. Integrate the Railyards area into the fabric of the existing Central City. The Railyards have historically been isolated from the Central City and the opportunity exists to seamlessly connect the area in all directions with the rest of the City;
4. Provide a land use regulatory framework that promotes density, facilitates vertical and horizontal mixed-use, and is flexible to allow development to respond to changing market conditions;
5. Connect the Railyards with Sacramento's downtown office, retail, and government center, as well as Old Sacramento, the River District, and the Alkali Flat neighborhood, using pedestrian and bicycle facilities, roadways, and public transportation;
6. Connect the Railyards to the Sacramento River waterfront, and allow for hotel, public open space, retail, waterfront residential and recreational uses consistent with the Riverfront Master Plan, resulting in a vibrant waterfront amenity, serving the City and the region;
7. Utilize the historic Central Shops buildings as a community resource and heritage tourism draw, as well as inspiration for a mix of uses that will help to create a culturally vibrant urban City core;
8. Promote downtown development that is a regional draw for the City of Sacramento due to its geographic location near the Sacramento River waterfront and its unique mix of community amenities including transportation options, cultural experiences and entertainment opportunities, and residential, office, hospitality, retail, a regional medical center, a sports and entertainment stadium, open space, and other desirable uses consistent with the City's plans and policies;

9. Provide sufficient land, entitlements, and regulatory provisions to support the development of a Kaiser Permanente regional medical center and a multi-purpose stadium that could accommodate a Major League Soccer franchise, including conveniently located parking;
10. Provide a mix of uses that complement and support the Sacramento Valley Station and the City's planned Sacramento Intermodal Transit Facility (SITF), connecting the Central City to the region, the state, and beyond;
11. Promote environmental sustainability through use of green building technology, water conservation, renewable energy resources, or other community innovations as appropriate;
12. Contribute to the successful implementation of the City's 2035 General Plan and SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy; and
13. Promote a transportation corridor that accommodates the needs of regional and local passenger rail, freight rail, bus service, and other alternative modes of transportation.

2.3.2 KP Medical Center

The overall goal of the KP Medical Center is to construct and operate a new, state-of-the-art, approximately 1.3 million square foot (sf) flagship medical center campus located on the western end of the RSP Area that would provide high-quality, affordable health care services to KP members in the City of Sacramento and surrounding communities. More specifically, the objectives of the proposed KP Medical Center are to:

1. Design a new medical campus in a manner which allows the flexibility to respond to the varied and evolving health care demands of KP members living in Sacramento and surrounding areas, and within the framework of a rapidly changing health care industry and KP's obligation to serve as a responsible steward of its members' dues;
2. Supplement and support KP's existing regional clinics and medical facilities, completely relocate capacity and medical uses from KP's existing older facility located at Morse Avenue in Sacramento to a new seismically-safe medical center, and provide desirable advanced medical facilities to the community;
3. Relying on Kaiser Permanente's extensive experience with building major medical centers throughout the nation, construct a medical center of approximately 1.3 million sf of hospital and medical uses, under local and state regulatory oversight and with maximum operational and cost efficiencies, on a sizeable, approximately 17.8-acre portion of the RSP Area with long range development capacity, which will accommodate expected future growth of KP members requiring health care services;

4. Contribute to the transformation of Downtown Sacramento into a commercial and community hub, thereby advancing the goals, policies, and objectives of the RSP;
5. Create a comprehensively planned, advanced care medical center within the RSP Area which provides community vitality, economic growth and a wide range of employment opportunities in Sacramento and surrounding regions;
6. Construct a new medical campus within a revitalized Downtown Sacramento area at a site with convenient freeway access, close proximity to existing public transportation, and infrastructure, along with helistop capabilities;
7. Provide quality public open space on the Medical Center campus for informal community gathering spaces, to enhance opportunities for pedestrian and bicycle mobility and connectivity within the Medical Center campus and from Railyards Boulevard to Vista Park, and to provide convenient and desirable access to physical activity as part of achieving Kaiser's Thrive[®] mission; and
8. Augment the sustainable community practices employed within the RSP Area by constructing a medical center campus utilizing green building technology, water conservation features and energy-efficient infrastructure.

2.3.3 MLS Stadium

The overall goal of the MLS Stadium project is to build and operate a stadium that can serve as the home to a new Sacramento-based MLS team that would be an outgrowth of and capitalize on the success of the United Soccer League (USL) Sacramento Republic FC. The specific objectives of the proposed MLS Stadium are:

1. Develop a state-of-the-art multipurpose stadium and entertainment facility that meets MLS industry standards, with capacity for up to approximately 25,000 ticketed attendees, and that will serve as the long-term home of the Sacramento Republic FC;
2. Locate the stadium and entertainment facility on a site that can be readily assembled and that enables development of the facility within budget and on schedule to accommodate MLS expansion efforts;
3. Develop and design the stadium and entertainment facility to promote major entertainment, family and civic events that are compatible with, and enhance, the RSP Area and surrounding vicinity;
4. Leverage the stadium and entertainment facility to catalyze redevelopment of the Railyards area consistent with the objectives of the RSPU and help promote redevelopment of underutilized downtown properties throughout the Central Business District; and

5. Promote access to the stadium and entertainment facility by multiple modes of transportation, including convenient parking.

2.3.4 Stormwater Outfall

The overall goal of the Stormwater Outfall project is to construct an outfall to the Sacramento River that accommodates the needs of the Railyards stormwater drainage system and meets the requirements of the City and relevant regulatory agencies. The specific objectives of the proposed Stormwater Outfall project are:

1. Design a Stormwater Outfall that allows for full development of the Railyards area that facilitates integration of the project into the fabric of the existing Central City;
2. Construct an outfall structure that will provide stormwater management and protection to the majority of the Railyards area;
3. Create an outfall structure that will safely discharge stormwater flows from the Railyards area into the Sacramento River in compliance with local, state and federal requirements;
4. Design the outfall structure to facilitate and maximize pedestrian and bicycle access on the levee-top bicycle and pedestrian path and to maintain the views of the Sacramento River;
5. Minimize the impact of discharged flows into the existing Combined Sewer System and other stormwater drainage systems servicing the City of Sacramento;
6. Design, construct, and operate an outfall structure that maintains the structural integrity of the Sacramento River bank and levee, and that minimizes any disruption to natural habitats on or adjacent to the outfall site; and
7. Design and construct a stormwater outfall structure that can be accepted by dedication to the City of Sacramento and thereafter operated by the City of Sacramento in compliance with local, state and federal requirements.

2.4 Railyards Specific Plan Update

2.4.1 Existing Conditions

General Plan and Zoning

The project site is currently designated Urban Center High, Urban Neighborhood High, Parks and Recreation, and Public/Quasi-Public on the City of Sacramento 2035 General Plan Land Use and Urban Form Diagram. According to the 2035 General Plan, the Railyards is a Center that contains “vacant or underutilized lands that provide opportunities for future growth.” The general plan notes that Centers “are expected to develop for commercial and employment uses (without

housing) and/or mixed-use projects that integrate housing with retail, office, community facilities and other uses.”

The Planning and Development Code (PDC) includes the Sacramento Railyards Special Planning District (SPD) which encompasses the entire RSP Area. The Railyards SPD is defined in chapter 17.440 of the PDC. The Railyards SPD includes the following zones: Office/Residential Mixed-Use (ORMU), Residential/Commercial Mixed-Use (RCMU), Residential Mixed-Use (RMU), Transportation Corridor (TC), and Heavy Industrial (M-2). Chapter 17.440.040 (B) states that “The Sacramento Railyards specific plan envisions a dynamic, 24-hour mixed-use urban environment that provides a full range of complimentary uses in each land use designation. To realize this goal, the RCMU SPD, ORMU SPD, RMU SPD, TC SPD, and M-2 SPD zones are intended to allow for any type of urban function.”

The ORMU SPD zone allows for a broad range of office, residential, hotel, and supporting retail, with an emphasis on office and residential. The RCMU SPD zone is designed to create an area that features a wide mixture of urban uses, with an emphasis on commercial uses with a residential component. The RMU SPD zone allows for a broad range of residential mixed-uses, including high-density residential, neighborhood-serving retail uses, and restaurants, with an emphasis on residential. The TC SPD and M-2 SPD zones are intended to regulate land uses around, within, above, and below public transportation corridors to ensure the development is consistent with the Sacramento Railyards specific plan. This zone allows for dense transit-oriented development, including retail, office, hotel, and residential uses. Additional detail on the site zoning is provided in Chapter 3.0, Land Use, Population and Housing.

Existing and Adjacent Uses

The only existing operational uses within the RSP Area are the Sacramento Valley Station, which includes the historic depot building and the associated rail platforms, the Steve Cohn Passageway, Sacramento Regional Transit light rail station, and associated walkways, and parking lots; office and retail uses in the adjacent Railway Express Agency (REA) building, and parking lots that front on 7th Street between F and H streets. The historic Central Shops do not currently house any active uses other than ongoing use of the Erecting Shop and Boiler Shop buildings by the California State Railroad Museum. There are several portable buildings places on the site for the use of workers involved in the ongoing hazardous materials remediation activities. Several streets that were called for in the 2007 RSP have been constructed and will be opened in the coming months, including 5th and 6th streets between H Street and Railyards Boulevard, as well as Railyards Boulevard from 7th Street to Bercut Drive.

The RSP Area is surrounded by active uses on many sides, as noted below:

- South of the UPRR railroad tracks, the Alkali Flat neighborhood lies between 7th Street and 12th Street. The neighborhood includes a mix of single and multi-family housing along with several businesses located on the peripheral streets (7th, D, 12th streets). Along D Street,

immediately south of the UPRR tracks, there are older homes, the Creamery multi-family residential project currently under construction, and the KCRA studio complex.

- Adjacent uses between 7th Street and 5th Street along the southern boundary of the RSP Area include the Sacramento Municipal Utility District's Station A substation and the Robert T. Matsui United States Courthouse.
- South of the Sacramento Valley Station, west of 5th Street, are the Ping Yuen Apartments and Vagabond Inn, and west of 3rd Street, the Old Sacramento Parking Garage, and the California State Railroad Museum in Old Sacramento.
- North of the RSP Area, between I-5 and North 7th Street, are the City of Sacramento Water Treatment Plant and several vacant parcels along Water, North B and Bannon streets. Water Street extends west from Bannon Street to the entrance to the city Water Treatment Plant. Between the intersection of Water/Bannon/North B streets and the project site boundary are two private residences and a property used for commercial storage. Across Water Street on the north is the Volunteers of America Bannon Street Shelter.
- North B Street forms the northern boundary of the RSP Area east of 5th Street. Uses along this stretch of North B Street include a vacant parcel owned by UPRR, industrial uses at the California State Printing Plant and at the property that houses the former City Incinerator. Approximately 750 feet east of 7th Street, the boundary of the project site trends south of North B Street. From that point until 12th Street, the northern boundary of the site is bordered by a scrap metal yard and recycling facility owned by Sims Metals Management.

Access

Primary access to the RSP Area is provided from downtown Sacramento by I, H, G and F streets, and 5th, 6th, and 7th streets (see Figure 2-3). From Old Sacramento, the primary access is a pedestrian connection from the northern end of 2nd Street, or from the Sacramento River Parkway bike/pedestrian trail. On the project's northern boundary, North B Street is an east-west street that runs from southbound 12th Street on the east to Bannon Street on the west. It serves as a primary access between 12th Street and 5th Street, including an existing connections into the RSP Area at 7th Street, and future connections at 5th, 6th, 8th and 10th streets. Connections to north- and southbound off-ramps to I-5 and a connection to eastbound lanes of the I Street Bridge from West Sacramento are provided at 3rd and I streets. Additional access to north and southbound I-5 is provided at Richards Boulevard, which is accessible from North 7th Street or Bercut Drive. In the future, access to West Sacramento will be provided via a new bridge across the Sacramento River connecting directly to Railyards Boulevard; when this bridge is operational, vehicular access will be removed from the I Street Bridge.

The primary north-south connector through the RSP Area is 7th Street, which connects the downtown grid at I, H, G, and F streets to the main east-west connectors through the RSP Area at

Camille Lane, Railyards Boulevard, and South Park Street. Proceeding north, 7th Street connects the RSP Area to the River District street network at North B Street and Richards Boulevard. Seventh Street is the primary connector between downtown Sacramento and the River District (Richards Boulevard). South of G Street, 7th Street is one-way southbound and operates as a one-way north-south couplet with 8th Street, which is one-way northbound south of F Street. Seventh Street is also a key corridor served by Regional Transit Green Line light rail trains. Currently the Green Line trains run from K Street, north on 8th Street to a terminus at the Township 9 station, near Richards Boulevard and North 7th Street. Regional Transit plans to extend this line in the future across the American River, north through South and North Natomas to a terminus at Sacramento International Airport.

Also on the southern edge of the project site, 5th Street is a three-lane street that serves as a primary connector from the Capitol Mall area to the RSP Area; 5th Street is one-way northbound between J and I streets, two-way between I and H streets, two-way between J and L streets, and one-way northbound south of L Street. The current lane configuration makes 5th Street an effective connector from the south, but not an effective connection to the south from the RSP Area. South of the RSP Area, 5th Street connects J and L streets through a below-grade viaduct that passes under the existing Downtown Plaza development. Fifth Street is a primary connector that allows vehicles entering downtown at Q Street to access the RSP Area as well as Capitol Mall, J Street, the I Street ramps to I-5 (north and southbound), and the Sacramento Valley Station at 5th and I streets. The City has recently extended 5th Street north from H Street to Railyards Boulevard, and the RSPU provides that it will eventually be extended north to the River District where it will connect to Richards Boulevard.

Third Street, between I and J streets, provides north and southbound traffic to the J Street off-ramp from north- and southbound I-5. South of J Street, 3rd Street is one-way southbound, providing connections to Capitol Mall (and West Sacramento) and southbound I-5 at P Street, and also connects directly to a westbound slip ramp that leads to Capitol Mall, the Tower Bridge, West Sacramento, and westbound I-80. Third Street is a north-south street on the western boundary of the project site, providing access to the Plaza West Garage, Capitol Mall, and the north- and southbound I-5 ramps at P Street.

Sixth Street will be a major north-south two-way connector through the RSP Area, between I Street and North B Street. South of I Street, 6th Street extends one block to J Street where it terminates and does not pick up again as a north-south street until south of P Street, other than a disconnected one-block stretch between L Street and Capitol Mall. Within the RSP Area, 6th Street has been extended from H Street to Railyards Boulevard. Eventually, 6th Street will be further extended from Railyards Boulevard to North B Street in the River District.

Third Street is a north-south street on the western boundary of the project site, providing access to the Plaza West Garage, Capitol Mall, and the north- and southbound I-5 ramps at P Street.

2.4.2 2007 Railyards Specific Plan

The 2007 Railyards Specific Plan (2007 RSP) is a land-use planning document that describes the development program for the RSP Area and guides long-range development of the site. The RSP includes provisions that guide future development of the Railyards including the type, density, and design of future development, the provision of future services, public infrastructure, and open space, and the financing of public improvements.

Land Use Plan

Under the 2007 RSP, the RSP Area consists of five land use designations. Each of these designations allows for a combination of typical land uses, such as commercial, office, residential, and open space. In order to provide as much flexibility as possible, the 2007 RSP set maximum densities for each use that would be allowed within three mixed-use land use zones: ORMU, RCMU, and RMU. The 2007 RSP does not proscribe any particular mix of uses within each category or block within the RSP Area. The 2007 RSP anticipates that allowable development for each use that is developed will depend, in part, on the amount of development capacity that is taken up by other uses. Thus, as an example, under the 2007 RSP the maximum amount of residential development that could occur would be approximately 12,500 units; however if the maximum amount of office space under the RSP were developed (approximately 2.9 million sf), then only 10,000 residential units could be built. The following are maximum levels of development for each land use category under the 2007 RSP:

- Residential 10,000 - 12,500 units (includes 400 units in mixed-use flex)
- Office 2.9 million sf (includes 491,000 sf in mixed-use flex)
- Retail 1.4 million sf
- Mixed-Use Flex 491,000 sf (which could be developed as 491,000 sf of office, retail, or other non-residential uses, or approximately 400 residential units, or some combination of these uses)
- Hotel 1,100 rooms
- Historic/Cultural 485,390 sf
- Open Space 41.2 acres
- Utilities 1.7 acres
- Parking 9,700 spaces

For most of the RSP Area there are no building height restrictions. The areas subject to limitation on building heights include:

- Street-wall on 7th Street south of the UPRR railroad tracks—35 feet, with a 30 foot step back, and then a limit of 85 feet;
- Area adjacent to the Central Shops (Transition Zones) and along North Park and South Park streets—85 feet, and in some locations up to 120 feet;
- In the Riverfront District, two building areas allow heights of 350- and 450-feet over 85 foot building bases; and
- Along the Sacramento River—35 feet with no buildings allowed within 80-feet of the property boundary.

EIR Analysis Scenario

The 2007 RSP EIR did not analyze every possible permutation of land uses that is allowed under the 2007 RSP land use designations. Rather, based on an illustrative concept prepared by the applicant, an EIR analysis scenario was developed that assumed a specific mix and amount of uses. The EIR addressed the effects of this EIR analysis scenario. Total levels of development were distributed on a parcel-by-parcel basis. For each technical impact area, the mixed-use flex space was assumed to be either 491,000 sf of office or 400 dwelling units, depending on whether office or residential would have greater impacts in that particular impact area. **Table 2-1** shows the mix of uses that were assumed under the EIR analysis scenario.

TABLE 2-1.
2007 RSP EIR
EIR ANALYSIS SCENARIO
ASSUMED LAND USE DEVELOPMENT LEVELS BY LAND USE DESIGNATION

Designation	Acres	Housing Units	Retail (sf)	Mixed-Use	Hotel (rooms)	Office (sf)	Historic/Cultural (sf)	Open Space (acres)	Utilities (acres)	Parking Spaces
RCMU	48.83	1,704 to 2,104	1,062,100	491,000	600	38,000 to 491,000	485,390	-	-	7,425
ORMU	19.46	2,101	157,700	-	-	2,337,200	-	-	1.73	2,275
RMU	41.95	8,296	165,000	-	500	-	-	-	-	-
OS	38.03	-	-	-	-	-	-	38.03	-	-
TU	32.12	-	-	-	-	-	-	3.13	-	-
Total	180.39	10,000 to 12,501*	1,384,000	491,000	1,100	0 to 2,828,200**	485,390	41.16	1.73	9,700

NOTES:

* Assumes maximum residential buildout of mixed-use flex space.

** Assumes maximum office buildout of mixed-use flex space.

Source: City of Sacramento, Railyards Specific Plan Draft Environmental Impact Report, August 2007, Table 3-2, page 3-20.

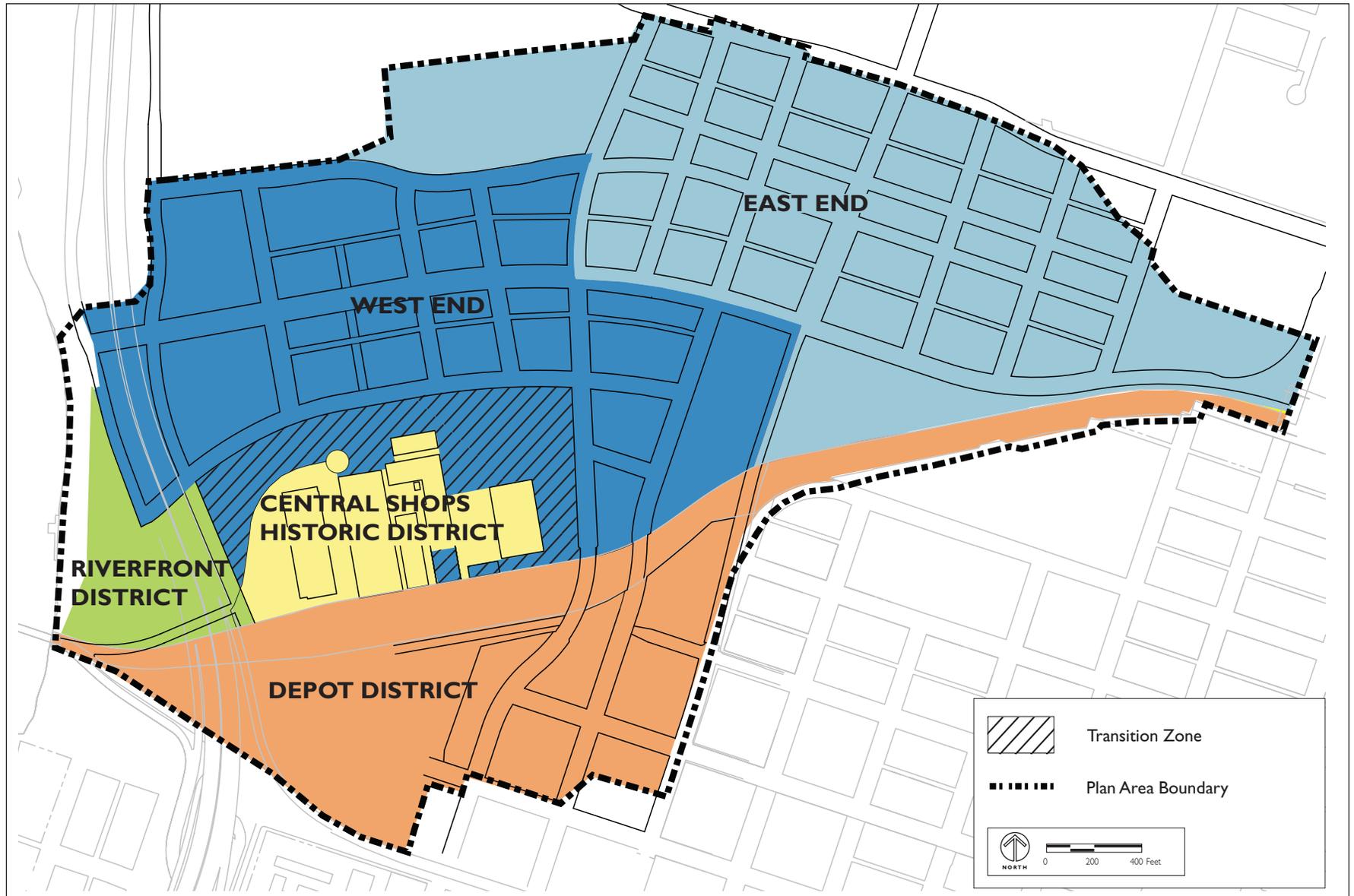
Sports and Entertainment Facility Overlay

The 2007 RSP recognized that there could be a long term interest in developing a sports and entertainment facility in the Railyards, and included a Sports and Entertainment Facility Overlay on approximately four blocks located north of the Union Pacific railroad tracks and on either side of 7th Street. The RSP does not specifically provide for land uses associated with a sports and entertainment facility, and a specific proposal would require an amendment to the RSP as well as additional CEQA review. The 2007 RSP EIR included only a comparative discussion of the likely environmental consequences of implementation of the Sports and Entertainment Overlay at the end of each environmental impact discussion.

District Plan

The 2007 RSP established five neighborhood districts, each with its own character, dominant land uses and regulations. The 2007 RSP districts are briefly described below and depicted on **Figure 2-4, 2007 Railyard Specific Plan Districts.**

- **Depot District.** Encompasses the area between the Union Pacific railroad tracks, the Sacramento River, the southern boundary of the RSP Area (Old Sacramento, I, H, and G streets), and 5th Street and 7th Street. Includes the Sacramento Valley Station (existing depot and future expanded terminal building), as well as high concentration of office uses mixed with residential and retail development.
- **Central Shops District.** Encompasses the area around the Central Shops. Includes the Central Shops Historic District, with the Central Shops buildings adaptively reused with historic/cultural-themed uses, such as a performing arts theater, exhibit space, public marketplace, art galleries, clubs and other entertainment-supporting uses, and a relatively small amount of office and retail space. The 2007 RSP Design Guidelines provided that new construction within the Historic District would be undertaken in a way to be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the historic properties and their environment, and in such a manner that, if removed in the future, the essential form and integrity would be unimpaired.
- **West End District.** Encompasses the area between I-5 and 7th Street north of the Central Shops District and Union Pacific railroad tracks to South Park (west of 5th Street), and then to Railyards Boulevard to 7th Street. Includes a mix of office, commercial, and residential uses, including a 200,000 sf outdoor gear store, a performing arts center, and Camille Lane which would provide for buildings that would scale down to the Central Shops Historic District. The blocks in the West End District that abut the Historic District would be in a Transition Zone. The West End District includes the Sports and Entertainment Facility Overlay.



SOURCE: PBS&J, 2007

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Figure 2-4
2007 Railyards Specific Plan Districts

- **East End District.** Encompasses most of the RSP Area east of 7th Street and north of the West End District. Includes largely residential land uses organized on a traditional grid system that replicates the neighborhoods to the east of the Railyards. Also includes the approximately 10-acre Vista Park and six-acres of parks made up of a series of “boxcar” parks between North Park and South Park streets.
- **Riverfront District.** Encompasses the area between I-5, the I Street Bridge, and the Sacramento River. Includes a four-acre site designated RMU, a 1.6-acre open space parcel adjacent to I-5, removal of the elevated Jibboom Street, and a stormwater outfall on the river side of the Sacramento River levee.

Circulation

Vehicular, Bicycle and Pedestrian Circulation

The 2007 RSP provided for new streets that created a grid, with primary streets accessing the RSP Area to include 5th Street, 6th Street, 7th Street, 10th Street, 12th Street, F Street, G Street, H Street, Jibboom Street, and Bercut Drive. At the time the 2007 RSP was approved only 7th Street was constructed. Since that time, Railyards Boulevard has been built from 7th Street to Bercut Drive, and 5th Street and 6th Street which have been constructed between H Street and Railyards Boulevard.

Bicycle access through the RSP Area was based on a network of Class I and Class II bike paths on 7th Street (one-way southbound), Railyards Boulevard, 5th Street (one-way northbound), 6th Street, South Park Street, 10th Street, North B Street, Bercut Drive, and Jibboom Street. A Class III bike path was planned along Camille Lane from Jibboom Street to 6th Street. Bicycle and pedestrian tunnels were to be provided in three locations: (1) between Old Sacramento and the western end of the Central Shops District, (2) between the Depot District and the Central Shops, and (3) along 7th Street under the tracks. Bicycle parking was to be provided at all residential and commercial buildings.

Planned pedestrian features of the 2007 RSP included narrow street widths, street trees, broad sidewalks, and grade separated pedestrian pathways and tunnels (described above).

Transit

The key features of the transit system called for in the 2007 RSP included relocation of the UPRR tracks to the north, immediately south of the Central Shops; the development of a major intermodal transportation station identified as the Sacramento Intermodal Transportation Facility (SITF), now known as the Sacramento Valley Station, including reuse and potential relocation of the existing Historic Depot; and the extension of Regional Transit’s (RT) light rail system north along 7th Street through the project site. Additional features included expanded local and regional bus service, provisions to accommodate high speed rail at the SITF.

Since certification of the 2007 RSP EIR, the UPRR tracks have been relocated and new platforms have been constructed as identified in the 2007 RSP. In addition, RT's Green Line light rail line has been extended north on 7th Street through the RSP Area to an interim terminus at Township 9, near Richards Boulevard and North 7th Street. The Historic Depot is currently undergoing a major renovation and seismic upgrade that will expand the useable space in the building.

The 2007 RSP allows for expansion of the Sacramento Intermodal Transportation Facility (SITF; now referred to as the Sacramento Valley Station (SVS) to accommodate high speed rail passengers and provides for the required 1,300 feet of straight platform on elevated track at the SVS.

Utilities

Water

The 2007 RSP called for the creation of a new water distribution system for the entire RSP Area. The RSP called for construction of a new 42-inch water main in Bercut Drive, connecting the RSP Area to the City water treatment plant immediately north of the RSP Area.

Wastewater

Wastewater conveyance from the Railyards was planned to be collected in local sewer lines and conveyed to approximately 3rd Street and I Street where the Railyards sewer system would be connected to a proposed reconstructed sewer in 3rd Street. A portion of the RSP Area, along 7th Street, would discharge into an existing combined sewer that flows east to 7th Street. The Railyards wastewater conveyance system was also intended to convey sewage flows from the River District, generally from the area in the vicinity of North B Street and North 12th Street, and was to involve the construction of several pump stations.

Storm Drainage

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

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

Subsequent planning in concert with the City has resulted in the abandonment of the cistern concept, and the plan for a new pump station and outfall structure in the northwest corner of the RSP Area. These features are still in the planning stage. In the interim, several retention basins

have been constructed in the Railyards to capture runoff from roads that have been constructed, including Railyards Boulevard, 5th Street, and 6th Street.

Energy

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

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

The RSP called for all facilities in the Railyards to be constructed to be compliant with Title 24 (California Energy Efficiency Standards).

Public Services

Public Open Space

The 2007 RSP provided for a total of 41.2 acres of publicly-accessible open space and parks, including the approximately 10-acre Vista Park and a series of mid-block “boxcar” parks in the East End District. The open space and parks were intended to be comprised of pedestrian trails, plazas, play fields, bicycle parks, and incidental cultural, institutional, and retail uses.

Schools

The 2007 RSP noted that although enrollment rates for urban residential uses planned for the Railyards are typically lower than typical suburban development, there was the potential need for a new school. A potential site for a school was identified in the eastern portion of the RSP Area, north of Railyards Boulevard, between 10th Street and 12th Street. It was noted that the new school would likely be an “urban” school, with such characteristics as compact hardscape recreation areas, multi-story classroom facilities, and potentially rooftop recreation areas.

Police and Fire Protection Services

The 2007 RSP EIR indicated the likely need for a new Sacramento Fire Department (SFD) fire station and a new Sacramento Police Department (PD) police station, which could be a joint fire and police station located on one of two sites: north of Railyards Boulevard between 10th Street and 12th Street, or south of Railyards immediately east of 7th Street. The latter facility could be combined with a new school.

Offsite Infrastructure

The 2007 RSP EIR identified two key elements of offsite infrastructure: (1) a stormwater outfall to the Sacramento River, with the actual outfall structure located outside of the RSP boundary; and (2) and Bercut Drive extended to Richards Boulevard.

2.4.3 Proposed Railyards Specific Plan Update

Overview of Railyards Specific Plan Update Structure and Changes

The proposed RSPU would continue and reinforce the vision of the Railyards as an extension of the downtown, resulting in a variety of changes to the approved RSP. Like the 2007 RSP, the proposed RSPU provides a flexible development regulatory framework, does not proscribe any particular mix of uses within each category or block within the RSP Area, and anticipates that allowable development for each use that is developed will depend, in part, on the amount of development capacity that is taken up by other uses. For the purposes of this SEIR, the proposed RSPU is comprised of the updated RSP, Railyards SPD, Design Guidelines, and other implementing documents.

Proposed RSP Update Land Use Designations and Densities

Under the proposed RSPU, the RSP Area would consist of the following land use designations: Central Business District, Urban Center High, Employment Center Low Rise, Public/Quasi-Public, and Parks and Recreation (see **Figure 2-5**, Proposed RSPU General Plan Land Use Designations). These designations would be aligned to conform to the proposed land use plan.

The current zoning designations on the site would be replaced with special planning district zoning based on existing zones that are included in the City's Planning and Development Code: Central Business District (C-3 SPD), General Commercial (C-2 SPD), Limited Commercial (C-1 SPD), Hospital (H SPD), and High Rise Residential (R-5 SPD) (see **Figure 2-6**, Proposed Zoning Diagram).

Each of these zones allows for a combination of typical land uses, such as commercial, office, residential, and open space. The proposed RSPU does not proscribe any particular mix of uses within each category or block within the RSP Area. The proposed RSPU anticipates that allowable development for each use that is developed will depend, in part, on the amount of development capacity that is taken up by other uses. The proposed land uses are presented on **Figure 2-7**, Proposed RSPU Land Use.

The proposed RSPU would establish assumed levels of development for the RSP Area as a whole. The RSPU also envisions a range of residential, hotel and nonresidential development within each district and land use designation. The RSPU SPD would establish specific development standards for each land use designation. The RSPU requires a Site Plan and Design Review process that would ensure that future development projects are consistent with the goals,

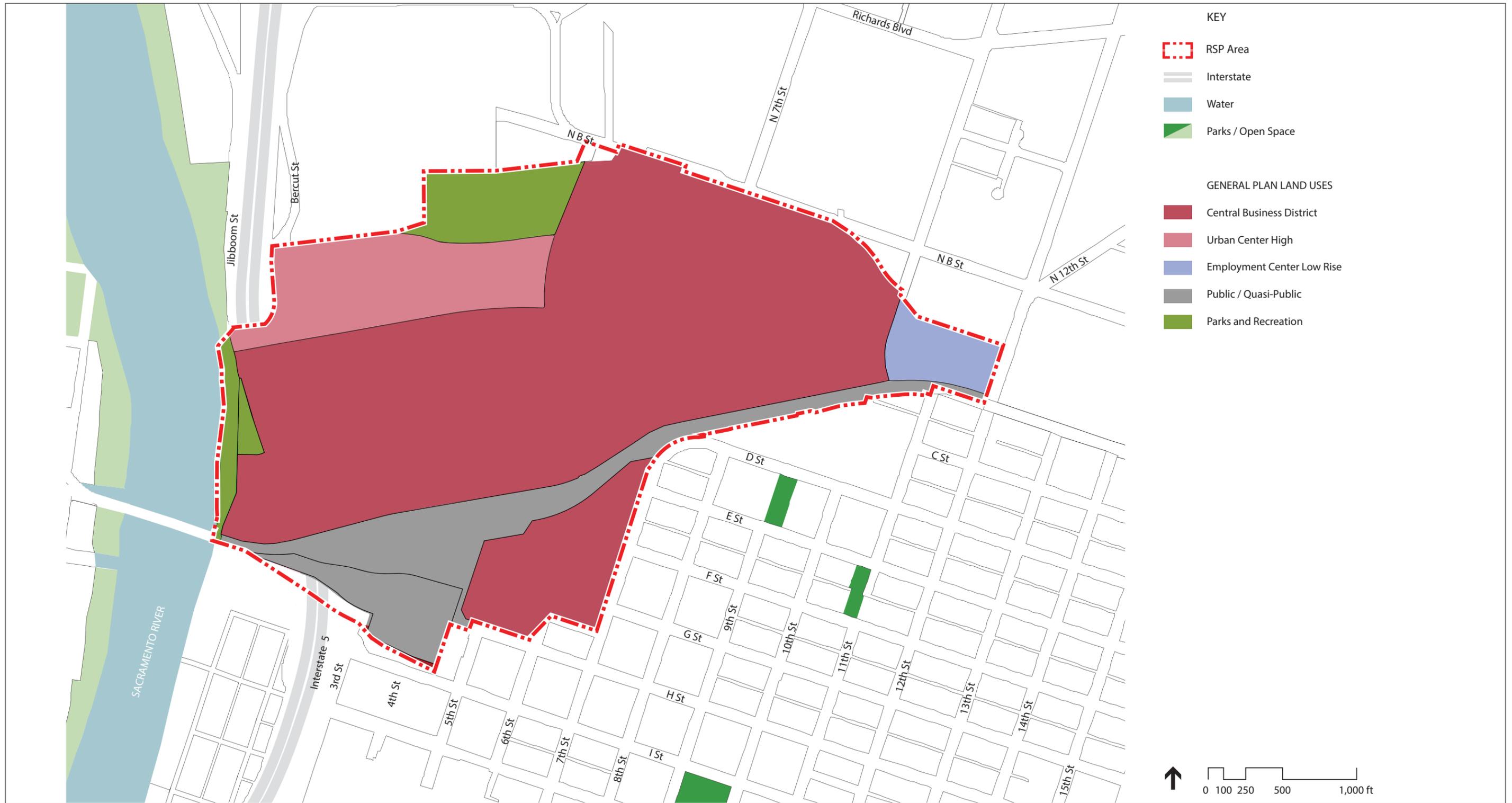
policies, objectives and other provisions of the RSPU; the Sacramento Railyards Design Guidelines; the Sacramento Railyards Specific Plan Subsequent EIR and mitigation monitoring program; any applicable development agreements; the RSPU SPD; all other applicable plans, ordinances, and development regulations. The Site Plan and Design Review process is also intended to ensure that RSPU development would be compatible with surrounding uses. In addition, the Railyards Design Guidelines established a set of maximum building, building base, and street-wall heights, as well as other dimensional controls (see **Figure 2-8**, RSPU Proposed Building Height Limits Diagram). Therefore, the Site Plan and Design Review process may restrict residential and hotel densities and non-residential or mixed-use floor area ratios below the maximums established in the proposed SPD to ensure the development project is consistent with these governing documents.

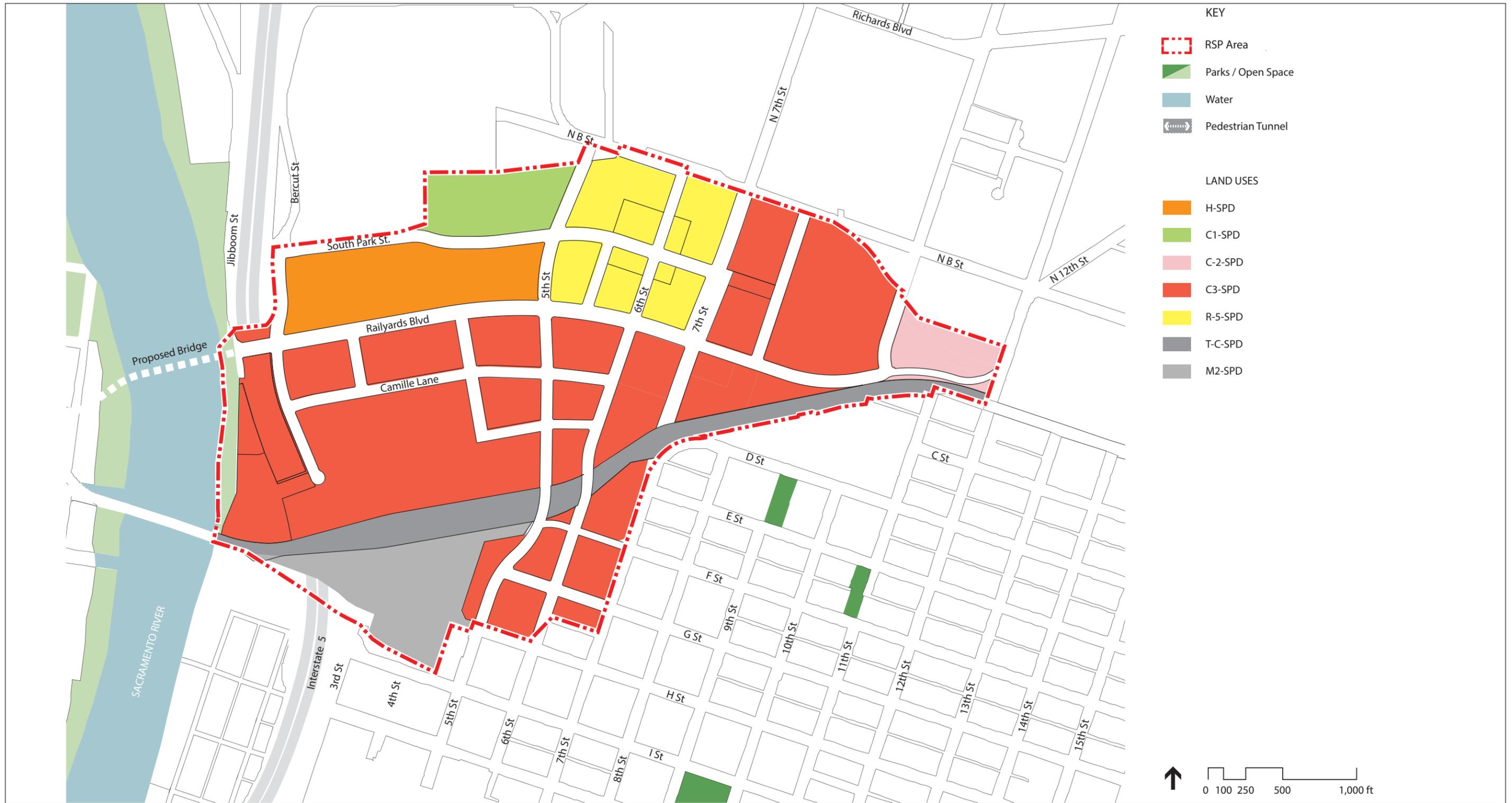
As proposed, the land use designations would be provided for in the updated Railyards SPD are described below.

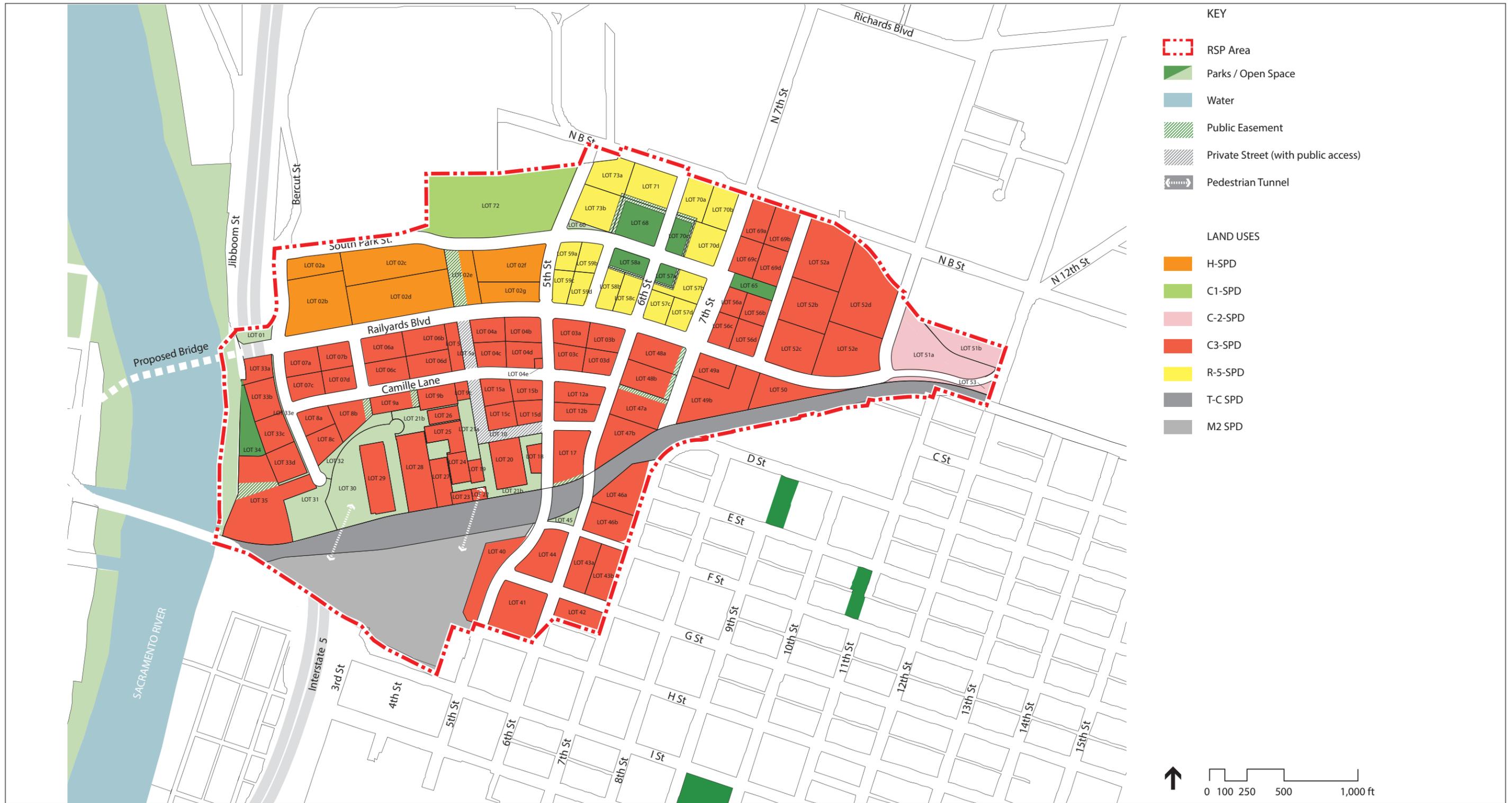
C-3 SPD. A total of 103.68 acres of the RSP Area would be designated C-3 SPD. The C-3 SPD land use designation would allow residential densities up to 450 units per acre, and non-residential development between a Floor Area Ratio (FAR) of 3.0 and 15.0. The C-3 SPD would allow all uses normally permitted in the C-3 zone with the exception that the following uses would be prohibited: auto – service, repair; check-cashing center; correctional facility; and gas station. A sports complex is allowable as a conditional use in the C-3 SPD. There would be no height limits, except as specified on certain parcels around the Depot, the Central Shops Historic District, the Riverfront, and adjacent to the Alkali Flat neighborhood. Within the C-3 SPD the maximum street-wall height would generally be 65 feet, except in areas that are adjacent to the Central Shops Historic District where the street-wall height limit is set as the maximum height of existing buildings in the Central Shops, and along Railyards Boulevard where the street-wall maximum is set at 85 feet.

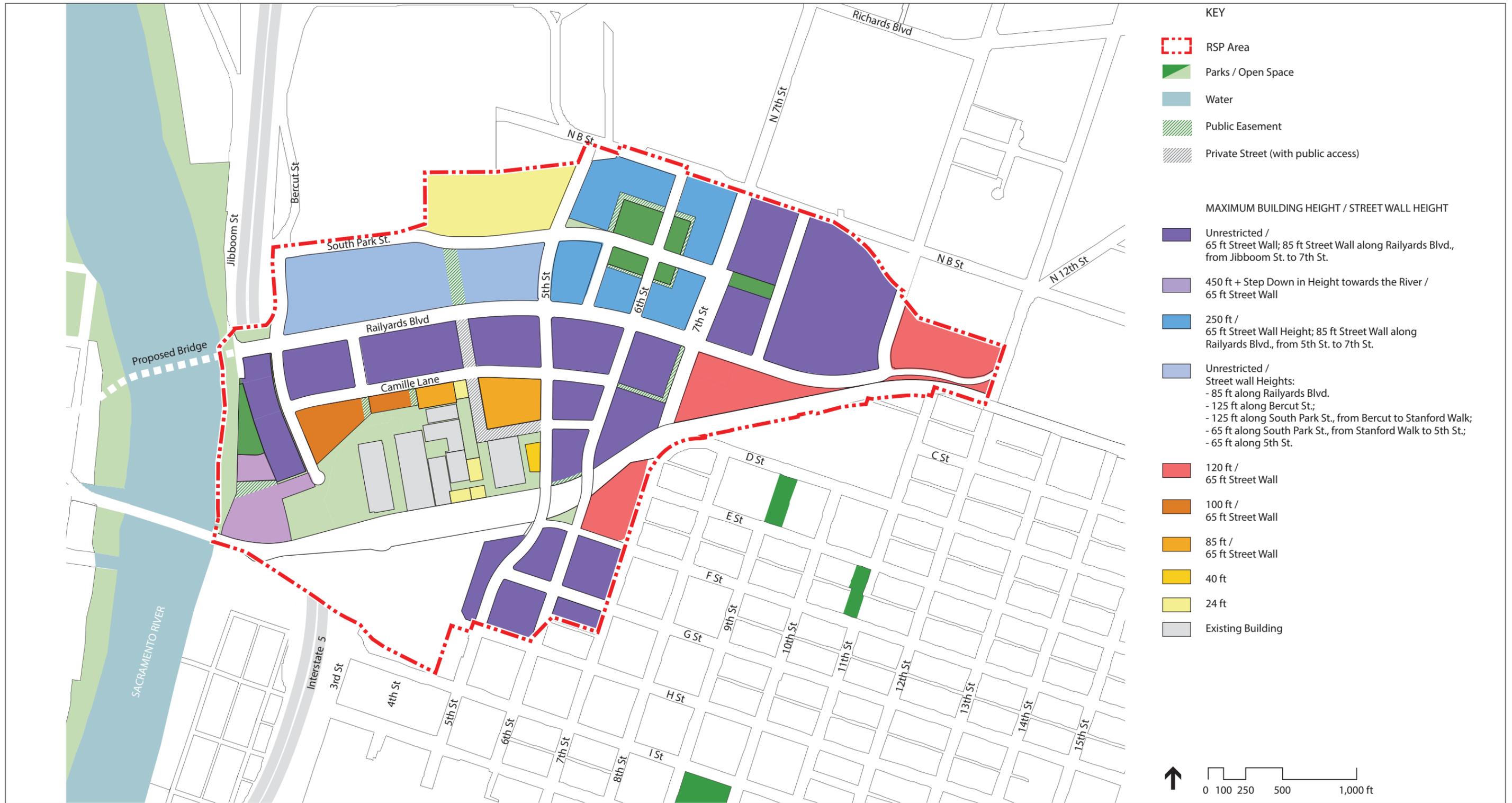
R-5 SPD. A total of 18.16 acres of the RSP Area would be designated R-5 SPD. The R-5 SPD land use designation would allow residential densities between 61 and 450 units per acre, and non-residential uses on ground floors. The R-5 SPD would allow all uses normally permitted in the R-5 zone with the exception that the following uses would be prohibited: cemetery, check-cashing center, correctional facility, golf course, driving range, mobile home park, mortuary, and crematory.

There would be height limit in the R-5 SPD zone of 250 feet, 10 feet higher than the limit for the R-5 zone outside of the RSP Area. The maximum street-wall height would be 65 feet, except that all parcels which front Railyards Boulevard would have a maximum street-wall height of 85 feet. The maximum lot coverage in the R-5 SPD zone would be 80% but there are no minimum setbacks required.









H SPD. A total of 17.8 acres of the RSP Area would be designated H SPD. The H SPD hospital land use designation would allow residential densities from 24 to 250 units per acre pursuant to a conditional use permit, and non-residential and mixed-use development with a minimum FAR of 0.5 and up to a maximum FAR of 8.0.

The H SPD would allow all uses normally permitted in the H zone with the addition of the following uses would be permitted uses: (1) a major medical facility Phase 1 with (i) a hospital not in excess of 658,000 sf (420 beds), (ii) up to 210,000 sf of medical office building(s), (iii) central utilities building up to 60,000 sf, (iv) 1,500 stall parking structure, and (v) at least 200 stalls of surface parking; and (2) nonresidential care facilities; produce stand; outdoor market; athletic clubs; fitness studios; commercial services; restaurants; and retail stores not exceeding 6,400 sf and a residential care facility located on specifically identified parcels fronting on 5th Street. In addition, the following uses would be allowed subject to approval of a conditional use permit: a major medical facility with elements exceeding the permitted sizes, including up to 300,000 sf of medical office and 1,500 stalls of structured parking; hotels; motels; multi-unit dwellings; vocational schools; retail stores exceeding 6,400 sf; residential care facilities on parcels that do not front on 5th Street; and a helistop.

There would be no maximum height in the H SPD zone. The maximum street-wall height in the H zone would be 85 feet along Railyards Boulevard; 125 feet along Bercut Drive, and along South Park Street from Bercut Drive to Hopkins Walk; and 65 feet along 5th Street, and along South Park Street from Hopkins Walk to 5th Street. One hundred percent of the building frontage is permitted along the build-to line. Parking would be permitted at a ratio of three (3) spaces per built bed and one (1) space per future bed for hospital uses (with the future ratio applicable only to Phase 1), and three and a half (3.5) spaces per 1,000 gross sf of medical office space. In the H SPD zone, all vehicular ingress and egress from Railyards Boulevard would be required to occur at signalized intersections.

C-1 SPD. A total of 9.63 acres of the RSP Area would be designated C-1 SPD. The C-1 SPD land use designation would allow non-residential development up to an FAR of 1.0. The C-1 SPD would allow all uses normally permitted in the C-1 zone with the exception that the following uses would be prohibited: bed and breakfast inns; cemeteries; check-cashing centers; correctional facilities; dormitories; drive-in theaters; self-service laundromats; mobile home parks; offices; and superstores. There would be a maximum height limit of 35 feet.

C-2 SPD. A total of 5.14 acres of the RSP Area would be designated C-2 SPD. The C-2 SPD land use designation would allow residential densities up to 60 units per acre, and non-residential and mixed-use development up to an FAR of 2.0. The C-2 SPD would allow all uses normally permitted in the C-2 zone with the exception that the following uses would be prohibited: sales, storage, rental of automobiles; auto service and repair; drive-in theaters; drive-through restaurants; equipment rental or sales yards; gas stations; mini storage; sales or storage of mobile

homes; towing services; vehicle storage yards; and wholesale stores and distributors. There would be a maximum height limit of 120 feet, and a maximum street-wall height of 65 feet.

Sports and Entertainment Facility Overlay

The 2007 RSP included a Sports and Entertainment Facility Overlay that was located on approximately four blocks east and west of 7th Street, between Railyards Boulevard and the UPRR railroad tracks. The overlay was partly in the West End District and partly in the East End District. At the time of the 2007 RSP EIR there was no active proposal for development of such a facility, and it was noted that approval of such a facility would require amendment of the RSP and additional CEQA review.

Because the proposed C-3 SPD would accommodate a sports complex as a conditional use, and in light of the current proposal for a proposed MLS Stadium in the East End District, the proposed RSPU has eliminated the Sports and Entertainment Facility Overlay.

SEIR Analysis Scenario

The proposed RSPU would establish land use designations that would provide considerable flexibility to allow future uses to respond to market conditions, both in terms of use and intensity. The land use designations proposed for the RSPU would allow the same uses, densities, and intensities that were evaluated for the 2007 RSP, among many possible permutations. This SEIR does not analyze every possible permutation of land uses that would be allowed under the proposed RSPU land use designations. Instead, based on an illustrative concept reflective of the applicant's current expectation of future development, an EIR analysis scenario was developed that assumed a specific mix and amount of uses. The SEIR addresses the effects of this SEIR analysis scenario. Total levels of development were distributed on a parcel-by-parcel basis.

Table 2-2 shows the mix of uses that were assumed under the SEIR analysis scenario.

The level of development for each land use category has changed under the proposed RSPU compared to the 2007 RSP. The assumed capacity for each type of land use is summarized below, and compared to the 2007 RSP in Table 2-2:

- Residential 6,000 - 10,000 units³
- Office 2,757,027 - 3,857,027 sf³
- Medical Office 510,000 sf
- Hospital Facilities 718,003 sf

³ The EIR analysis scenario reflects a "sliding scale" in the relationship between housing and office space. In the event that housing is developed in excess of 6,000 units, the allowable office development would be commensurately decreased. At 10,000 units, the maximum allowable office square footage would be reduced from 3,857,027 to 2,757,027, a decrease of 1,100,000 sf. This represents a relationship where for every 100 units above 6,000, the office square footage would be reduced by 27,500 sf.

**TABLE 2-2.
RSPU ASSUMED CAPACITY BY LAND USE TYPE**

Land Use	2007 RSP	Proposed RSPU
Housing (units)	10,000 - 12,500	6,000 – 10,000
Office (sf)	2,900,000	2,757,027 - 3,857,027
Medical Office (sf)	0	510,000
Hospital Facilities (sf)	0	718,003
Retail (sf)	1,400,000	514,270
Flexible Mixed-Use (sf)	491,000	771,405
MLS Stadium (ticketed capacity)	0	25,000
Hotel (rooms/keys)	1,100	1,100
Historic & Cultural (sf)	485,390	485,390
Retail (sf)		162,525
Museum (sf)	187,830	180,000
Flex (sf)		142,865
Open Space (acres)	41.2	30

Source: Downtown Railyard Venture, LLC, 2016.

- **Retail** 514,270 sf (not including an additional 162,525 sf in historic buildings)
- **Mixed-Use Flex Space** 771,405 (which could be developed as office, retail, or other non-residential uses, or residential units, or some combination of these uses; for the purposes of the SEIR it is assumed that the space would be developed with 75% office (578,554 sf) and 25% retail (192,851sf))
- **Hotel** 1,100 rooms
- **Historic and Cultural** 485,390 sf (which would include 162,525 sf of retail space, 180,000 sf of museum space, and 142,865 sf of flex mixed-use space)
- **MLS Stadium** 25,000 attendee capacity
- **Open Space** 30 acres
- **Utilities** 1.7 acres
- **Parking** 9,700 spaces

As described above, the residential capacity of the proposed RSPU is substantial, with the proposed C-3 SPD and R-5 SPD allowing residential densities up to 450 units per acre. The analysis scenario identified above reflects an anticipated range of housing development from 6,000 units up to 10,000 units. The estimate of 6,000 units reflects an average density of about 100 units per acre for blocks with residential or mixed-use development. The analysis also accounts for the potential that in future years the residential market in Sacramento could support higher densities, and thus reflects a higher residential capacity to 10,000 units.

As analyzed, if over time residential development increases over the 6,000 unit level, there would be corresponding decreases in the non-residential capacity to ensure that the overall level of environmental impact does not exceed that described in this SEIR. At 10,000 units, for example, the maximum allowable office square footage would be reduced from 3,857,027 to 2,757,027, a decrease of 1,100,000 sf. This represents a relationship where for every 100 units above 6,000, the office square footage would be reduced by 27,500 sf.⁴ In the event that the City were requested to approve development above the 10,000 unit maximum level, it would be required to undertake supplemental analysis pursuant to CEQA to consider whether additional or exacerbated environmental impacts would occur.

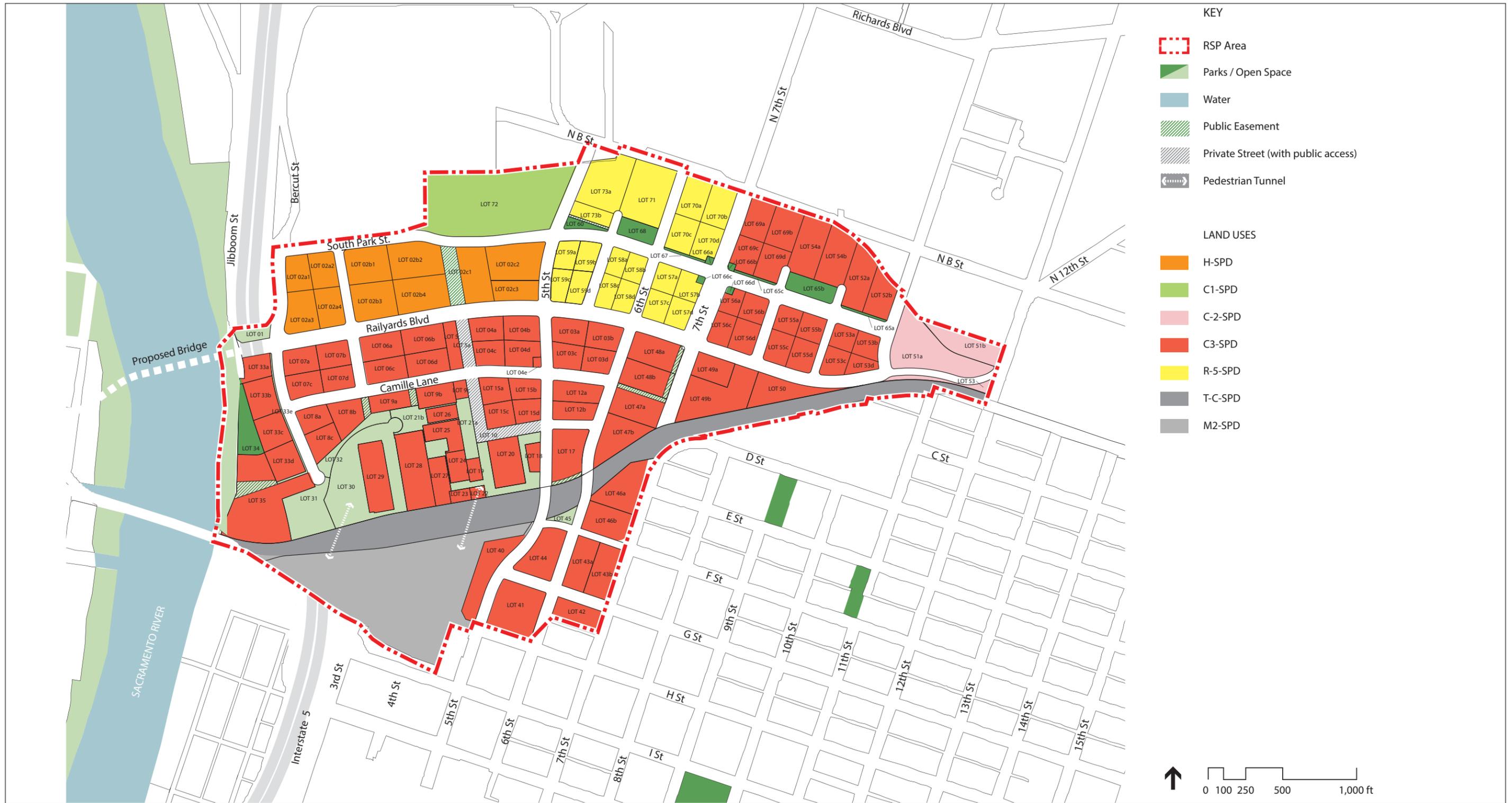
Land Use Variant

The proposed RSPU would provide land use designations that are anticipated to accommodate a new proposed KP Medical Center in the West End District, and a new proposed MLS Stadium in the East End District. It is currently anticipated that those projects would be implemented as indicated in this project description. However, in the event that market conditions or other factors result in those projects not being completed, the proposed RSPU would allow for an alternate set of land uses within the blocks that constitute the KP Medical Center and Stadium project sites (see **Figure 2-9**, Land Use Variant - Land Use Diagram). Specifically, under the Land Use Variant, instead of the proposed KP Medical Center on Block 2, a total of 921,002 sf of office, 92,100 sf of retail, 138,150 sf of flex space, and 250 residential units would be developed. Similarly, on Blocks 52-55, instead of the 25,000-attendeer MLS Stadium, the Land Use Variant would accommodate construction of 750 residential units, 30,700 sf of retail, and 46,050 sf of flex space. **Table 2-3** provides a summary of land uses under the Land Use Variant.

As described above for the proposed RSPU, if over time residential development under the Land Use Variant increases over the 7,000 unit level, there would be corresponding decreases in the non-residential capacity to ensure that the overall level of environmental impact does not exceed that described in this SEIR. At 10,000 units, the maximum allowable office square footage would be reduced from 4,778,029 to 3,953,029, a decrease of 825,000 sf. This represents a relationship where for every 100 units above 7,000, the office square footage would be reduced by 27,500 sf.⁵

⁴ See Land Use Allocation Tables included in Appendix M.2.

⁵ See Land Use Allocation Tables included in Appendix M.2.



**TABLE 2-3.
SUMMARY OF LAND USES UNDER THE LAND USE VARIANT**

Land Use	Proposed RSPU	Land Use Variant
Housing (units)	6,000 – 10,000	7,000 – 10,000
Office (sf)	2,757,027 - 3,857,027	3,953,029 - 4,778,029
Medical Office (sf)	510,000	0
Hospital Facilities (sf)	718,003	0
Retail (sf)	514,270	637,070
Flexible Mixed-Use (sf)	771,405	955,605
MLS Stadium (ticketed capacity)	25,000	0
Hotel (rooms/keys)	1,100	1,100
Historic & Cultural (sf)	485,390	485,390
Retail (sf)	162,525	162,525
Museum (sf)	180,000	180,000
Flex (sf)	142,865	142,865
Open Space (acres)	30	30

Source: Downtown Railyard Venture, LLC, 2016; ESA, 2016.

As with the proposed RSPU, under the Land Use Variant, if the City were requested to approve development above the 10,000 unit maximum level, it would be required to undertake supplemental analysis pursuant to CEQA to consider whether additional or exacerbated environmental impacts would occur.

Districts

The organization and intent of the Districts in the RSPU is similar to the District plan in the 2007 RSP, as described further below (see **Figure 2-10**, 2016 Railyard Specific Plan Districts).

Depot District

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

Central Shops District

The Central Shops District would continue to provide for the adaptive reuse of the historic Central Shops buildings with historic/cultural-themed uses, such as a performing arts theater, exhibit space, public marketplace, art galleries, clubs and other entertainment-supporting uses, as well as office and retail space. The boundaries of the Central Shops District (which are

coterminous with the Central Shops Historic District) would be modified to eliminate Lots 12 and 13, which front on Camille Lane. These lots would be located in the West End District, and would be designated Transition Zone. In addition, the Central Shops District would be expanded to include land that is located between Lot 20 and 5th Street; this land was in the West End District and designated Transition Zone in the 2007 RSP.

The proposed RSP would allow for the addition of at least one new building in the District, generally located in the large open area between Lots 20 and 24; the new building is proposed to be identified as Lot 22. By contrast, the 2007 RSP provided that no new buildings would be constructed within the Historic District.

West End District

The proposed West End District would be similar to the configuration in the 2007 RSP, with the exception of the changes described above, under the Central Shops District, and a reduction in size on the western end where approximately two acres of land under I-5 (designated Lot 33d) would be included in the Riverfront District. The land uses envisioned in the West End District would continue to be a mix of office, commercial, and residential uses with the following notable changes. The 2007 RSP envisioned a 200,000 sf outdoor gear store in the West End; this is no longer a part of the plan.

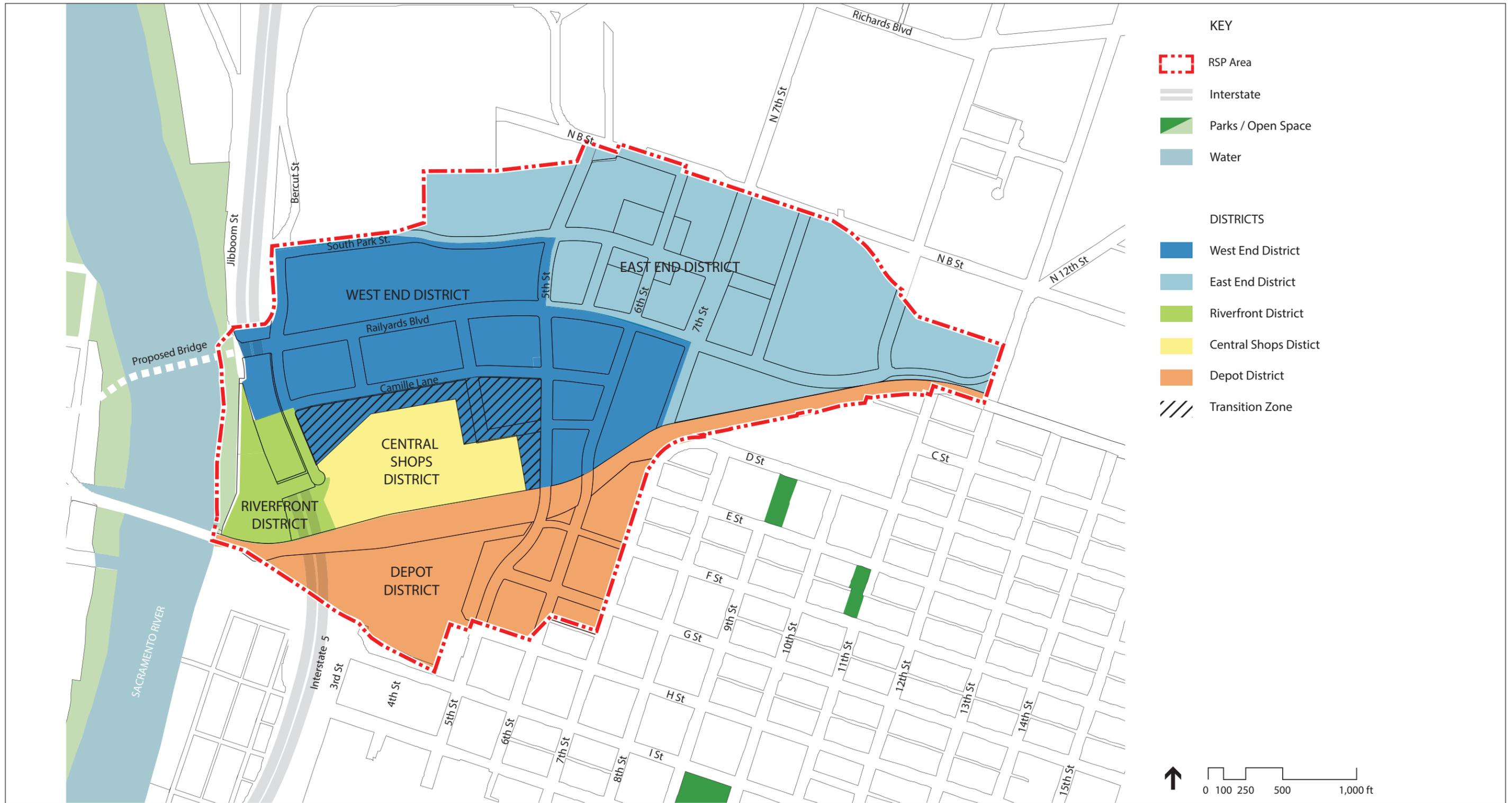
The 2007 RSP included a portion of a Sports and Entertainment Facility Overlay in the West End District, north of the tracks between 5th Street and 7th Street; this is no longer part of the plan.

West of 5th Street, between Railyards Boulevard and South Park Street, the 2007 RSP envisioned a series of small scale blocks that would accommodate mixed-use buildings; under the proposed RSPU the small network of streets and alleys would be removed and the resultant 17.8 acre parcel(s), designated Lots 2a-g, would accommodate the proposed KP Medical Center.

East End District

The configuration of the East End District is essentially the same as in the 2007 RSP. This district continues to be proposed as a largely residential neighborhood, but the traditional grid system depicted in the 2007 RSP would be replaced with larger blocks. In addition, the blocks between 8th Street and 10th Street, north of Railyards Boulevard would be re-designated to provide the site for the proposed MLS Stadium. Similar to the 2007 RSP, this District includes the approximately 10-acre Vista Park, but the series of “boxcar” parks between North Park and South Park streets has been revised to include a series of Neighborhood Parks centered on the intersection of 6th and South Park streets, as well as open space in the South Park Street alignment between 7th and 8th streets.

The 2007 RSP included a portion of a Sports and Entertainment Facility Overlay in the East End District, north of the tracks between 5th Street and 7th Street. In the proposed RSPU, a sports and entertainment stadium is planned on Lot 52 within the East End District.



Riverfront District

The Riverfront District would continue to be as described in the 2007 RSP, although expanded as described above, with the addition of Lot 33d under I-5, south of Camille Lane.

Circulation

Roadway Network

The 2007 RSP extended existing City streets into and through the Railyards, and created new streets to provide a comprehensive circulation grid. Since adoption, three new streets have been constructed: (1) Railyards Boulevard from 7th Street to the alignment of Bercut Drive, (2) 5th Street from H Street to Railyards Boulevard, and (3) 6th Street from H Street to Railyards Boulevard. The construction of 5th Street and 6th Street has included the construction of bridges for those streets to pass over the realigned UPRR tracks.

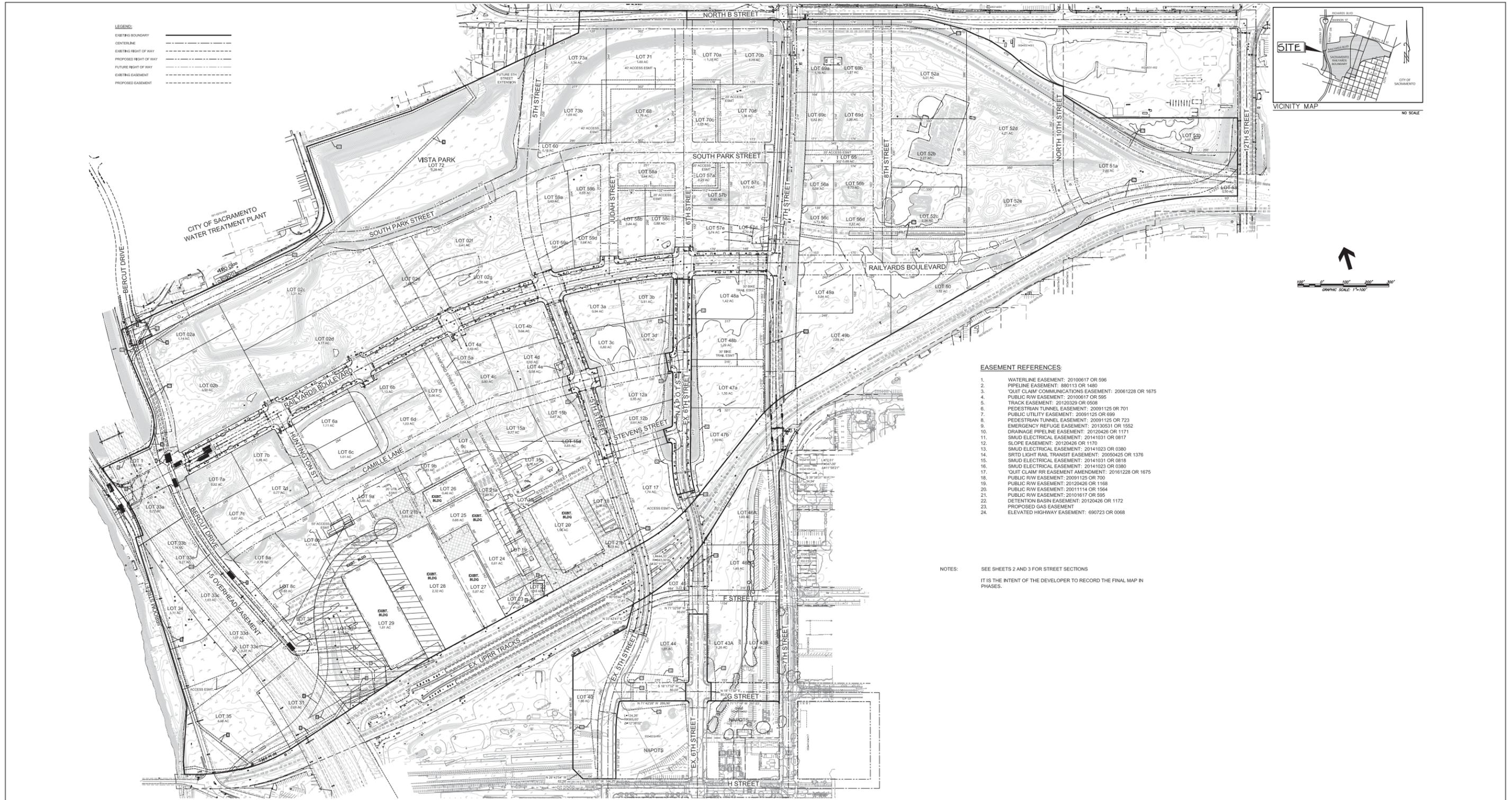
In the proposed RSPU, the overall configuration of the street system would remain largely the same as in the 2007 RSP (see **Figure 2-11**, Tentative Map). Refinements to the street system would include:

- Elimination of east-west mid-block public alleys on the blocks north and south of Railyards Boulevard, and the blocks north of South Park Street;
- Elimination of North Park Street;
- Realignment of Camille Lane approximately 100 feet to the north;
- Elimination of a connection of Judah Street to North B Street;
- Elimination of 9th Street between Railyards Boulevard and North B Street;
- Elimination of Crocker Street and Stanford Street, between Railyards Boulevard and South Park Street; and
- Elimination of Jibboom Street between Railyards Boulevard and Camille Lane.

The proposed RSPU Circulation Plan is presented on **Figure 2-12**.

Vehicular Parking

Over the long term, it is anticipated that vehicular parking in the RSP Area would be provided in parking structures that are either constructed as part of residential and non-residential development projects or constructed as centralized general public use facilities. The potential location of public parking garages is presented on **Figure 2-13**. Parking capacities would be consistent with the provisions of the City of Sacramento Planning and Development Code, except as otherwise provided for in the proposed RSP SPD.







SOURCE: AECOM, April 1, 2016

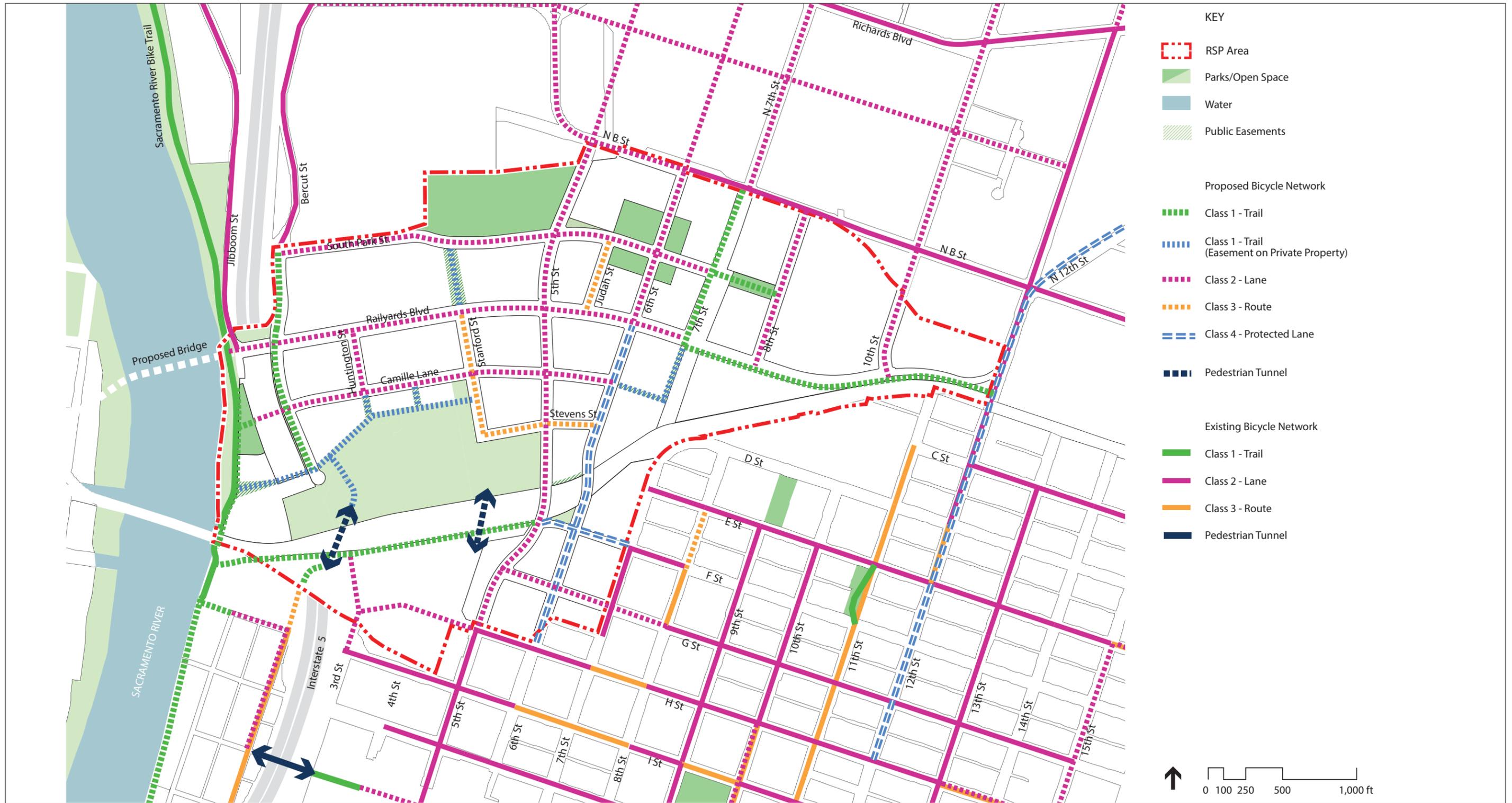
Sacramento Railyards Specific Plan Update . 150286

Figure 2-13
Proposed Public Parking Garages
(proposed surface and garages and number of spaces)



SOURCE: Kimley-Horn 2015

Sacramento Railyards Specific Plan Update . 150286
Figure 2-14
 Illustrative Temporary Surface Parking Plan



As with the 2007 RSP, pedestrian features of the proposed RSPU would include narrow street widths, street trees, and broad sidewalks. Key refinements to the approved pedestrian system would include:

- Elimination of the approximately 300-foot long pedestrian (and bicycle) tunnel that was to parallel 7th Street under the UPRR rail line.

Transit Systems

The key transit features in the RSP Area include the UPRR rail lines that accommodate freight and passenger rail service, including the Capitol Corridor. Since certification of the 2007 RSP EIR, the mainline tracks have been relocated as called for in the approved RSP, supporting expanded passenger service and more efficient through freight service. The proposed RSPU would make no changes in the location or number of rail lines that traverse the RSP Area.

Sacramento Valley Station

The focus of the transit systems described in the 2007 RSP (see RSP DEIR pages 3-33 to 3-43) is the creation of the City's planned expanded Sacramento Valley Station (referred to as the Sacramento Intermodal Transportation Facility). The 2007 RSP EIR indicated that the future SVS would include both the existing 57,000 sf historic Depot, as well as a 127,511 sf new intermodal facility, as described in **Table 2-4**. The proposed RSPU would make no changes to the Depot District that would alter the City's plans for such expansion as funds become available.

**TABLE 2-4.
EIR ASSUMPTIONS FOR SVS TERMINAL PROGRAM USES**

Program Use	Square Footage
Ticketing	2,660
Baggage	5,758
Waiting Area	25,146
Passenger Amenities	10,553
Administration	60,632
Joint Development	22,762
Total	127,511

Source: City of Sacramento, 2004; Railyards Specific Plan Draft EIR, August 2007, page 3-39.

Light Rail

The 2007 RSP EIR notes that the RSP would provide for a new RT Green Line LRT station to be built at 7th and South Park streets. The current plan is largely unchanged, with the stations to be provided on both sides of 7th Street between Railyards Boulevard and South Park Street.

High Speed Rail

The proposed RSPU would provide space for the construction of platforms that would serve future High Speed Rail trains and passengers. However, rather than allowing for this service at the SVS, sufficient space would be provided for elevated platforms that would be located east of 7th Street.

Site Topography and Grading

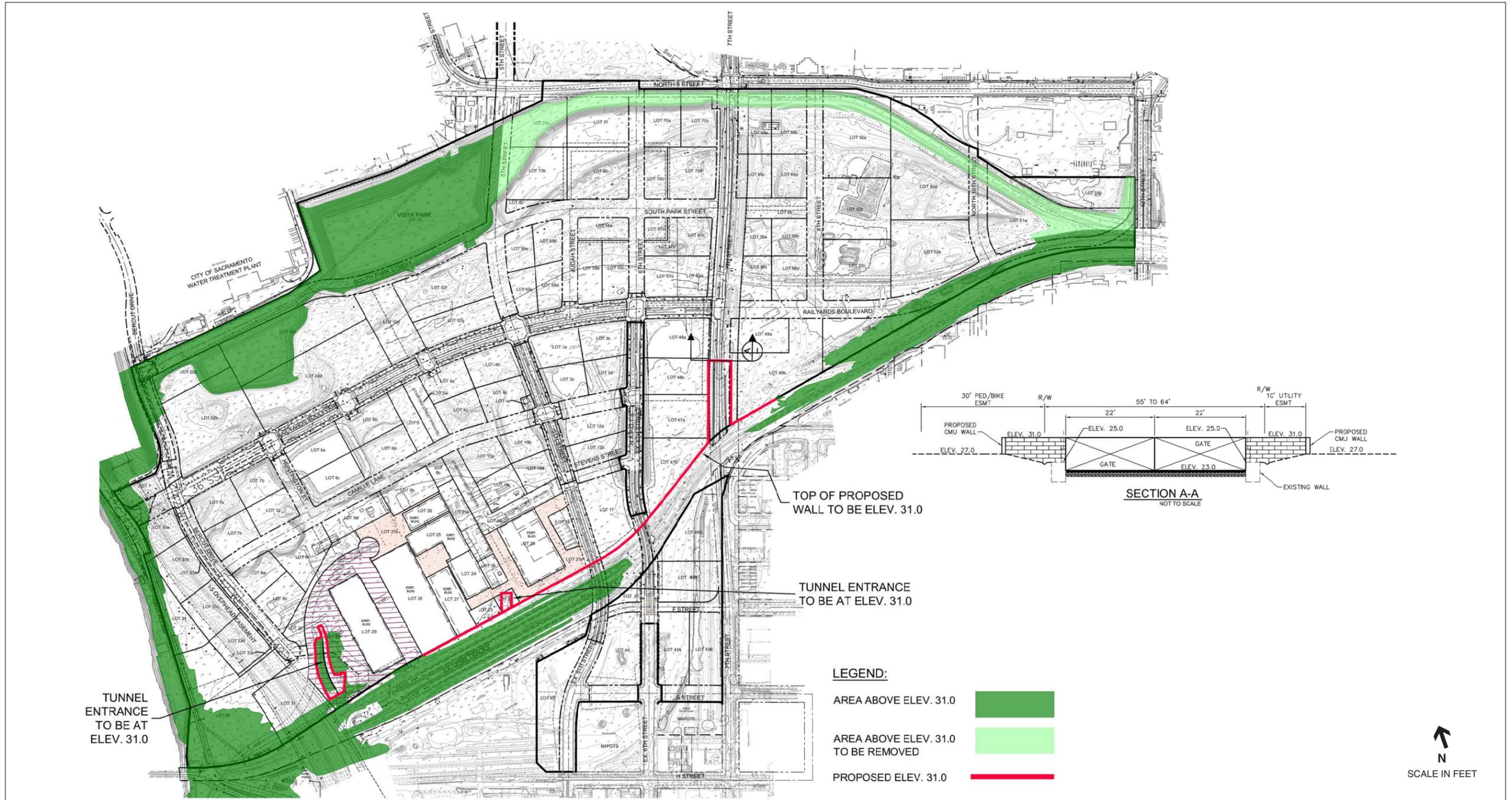
The project site is relatively flat, with extensive elevation changes that are a result of extensive past grading to accommodate railroad activities, as well as extensive soil movement, including excavation and stockpiling, as part of remediation activities undertaken over the last 25 years. The proposed RSPU would result in substantial grading activities along with import of fill to result in a relatively flat topography that would gently slope from east to west. The grading of the site would require the import of up to a total of approximately 750,000 cubic yards of fill. As part of the site grading, the northern embankment would be lowered. Finished lots facing along North B Street would be about 4 to 5 feet above grade, and streets would be graded to an elevation consistent with the North B Street elevation (see **Figure 2-16**, Berm Elevation Exhibit). The material in the embankment would be used to reduce the amount of imported fill required for the project.

Although the embankment is not part of the regional flood control system, and is not necessary to provide flood protection to downtown Sacramento or other parts of the City, the RSP Area would be graded and constructed to provide equivalent flood dynamics to those provided by the embankment. In order to accomplish this, an elevation of 31.0 (National Geodetic Vertical Datum of 1929 (NGVD 29)) would be maintained or constructed along the northern boundary of the UPRR right-of-way. The construction would be a combination of grading, gates, and/or an 8-inch to 24-inch masonry block floodwall along the railroad right-of-way. Around the existing 7th Street underpass, improvements would include a gate or stoplog system to bridge the gap to the east of 7th Street where the bed of the tracks is less than 31.0 (NGVD).

In addition, the pedestrian tunnels that connect under the UPRR tracks, including the Steve Cohn Passageway and the tunnel connecting the west side of the Central Shops to Old Sacramento, would be graded to ensure that the top of the tunnel steps is at elevation 31.0 (NGVD). This would require the addition of one step at the top of the current tunnels to ensure that the rim on the tunnel entrances is at the requisite elevation.

Railyards Project Soil and Groundwater Management Plan

Since approval of the 2007 RSP, much of contaminated soils within the RSP Area have been remediated. Those areas owned by DRV that have been certified by the Department of Toxic Substances Control (DTSC) as remediated (Certified Areas) are covered by the 2015 Land Use Covenant (LUC), which restricts activities in the Certified Areas as necessary to protect human health and the environment (because even remediated areas could have some level of residual contaminated soil and/or groundwater). The LUC runs with the land, similar to a deed restriction, and therefore applies to existing and any future owners of a covered parcel. As remediation is



completed on other parcels owned by DRV, it is assumed that they will be covered by a Land Use Covenant that is substantially similar to the 2015 LUC as well.

One of the requirements of the 2015 LUC and the proposed RSPU is the implementation of the Railyards Projects Soil and Groundwater Management Plan or SGMP (see Appendix H.2). The SGMP applies to any development project to be constructed within the DVR-controlled portion of the RSP Area. This includes both areas that have already been remediated and are covered by the 2015 Land Use Covenant (“Certified Areas”), and parcels still undergoing remediation that are owned by DVR (Non-Certified Areas”). The SGMP describes project development management activities for soil and groundwater in Certified Areas. In addition, the SGMP describes testing, management, treatment and disposition activities that must be implemented in the event that soil or groundwater is determined to be above applicable remediation goal levels. Development in Non-Certified Areas (such as, Central Shops Study Area and the excluded triangle east of Vista Park (northwest corner of the Lagoon Study Area) can only commence after the project proponent obtains written approval from DRV, the property owner and DTSC of an addendum to the SGMP that lays out measures specific to the subject parcel.

The 2015 LUC and the SGMP are discussed in more detail in Chapter 4.8, Hazards and Hazardous Materials.

Utilities

Water

As with the 2007 RSP, the proposed RSPU would have a water distribution system that largely follows the street system throughout the entire RSP Area, with a primary connection to the City’s water treatment plant via a 42-inch transmission main under Bercut Drive. This main would connect under the UPRR tracks to I Street, where it would tie into the existing 18 inch water line under 7th Street (see **Figure 2-17**, Utilities - Water System). The only other material change from the 2007 RSP water system is that under the proposed RSPU there would not be a water line crossing the UPRR tracks on the 6th Street bridge; north-south connections across the UPRR tracks would be limited to 5th Street and the current line in 7th Street.

Wastewater

The proposed RSPU sewer plan would be essentially the same as the sewer plan in the approved 2007 RSP, with the provision of a sewer collection and conveyance system made up of sewer lines under streets throughout the RSP Area (see **Figure 2-18**, Utilities - Wastewater System). These lines would collect and convey all sewage from the project north of the UPRR tracks to the 3rd Street relief sewer at a point near the intersection of 3rd and I streets. At that point, the RSP sewer system would connect into the City’s new relief sewer in 3rd Street, which would be designed and constructed to separate sanitary sewer flows from Combined Sewer System (CSS) flows in the CSS line under 3rd Street between I Street and T Street.

The RSPU would provide for a 36-inch diameter sewer main in Bercut Drive, connecting the existing exiting Railyards Boulevard sewer main to the City's future 3rd Street relief sewer (located at the intersection of 3rd and I streets). The alignment of this pipe would parallel the City's 42-inch water transmission main located within the Bercut Drive alignment. The pipe would be designed to convey the full peak wet weather flow from the Railyards north of the tracks and the River District.

Once the downstream connections are available, the City of Sacramento would divert flows from the 12th Street CSS into the Railyards trunk sewer main. The revised routing would be dependent upon a lift station which is conceptually planned to be located at the intersection of 10th Street and North B Street.

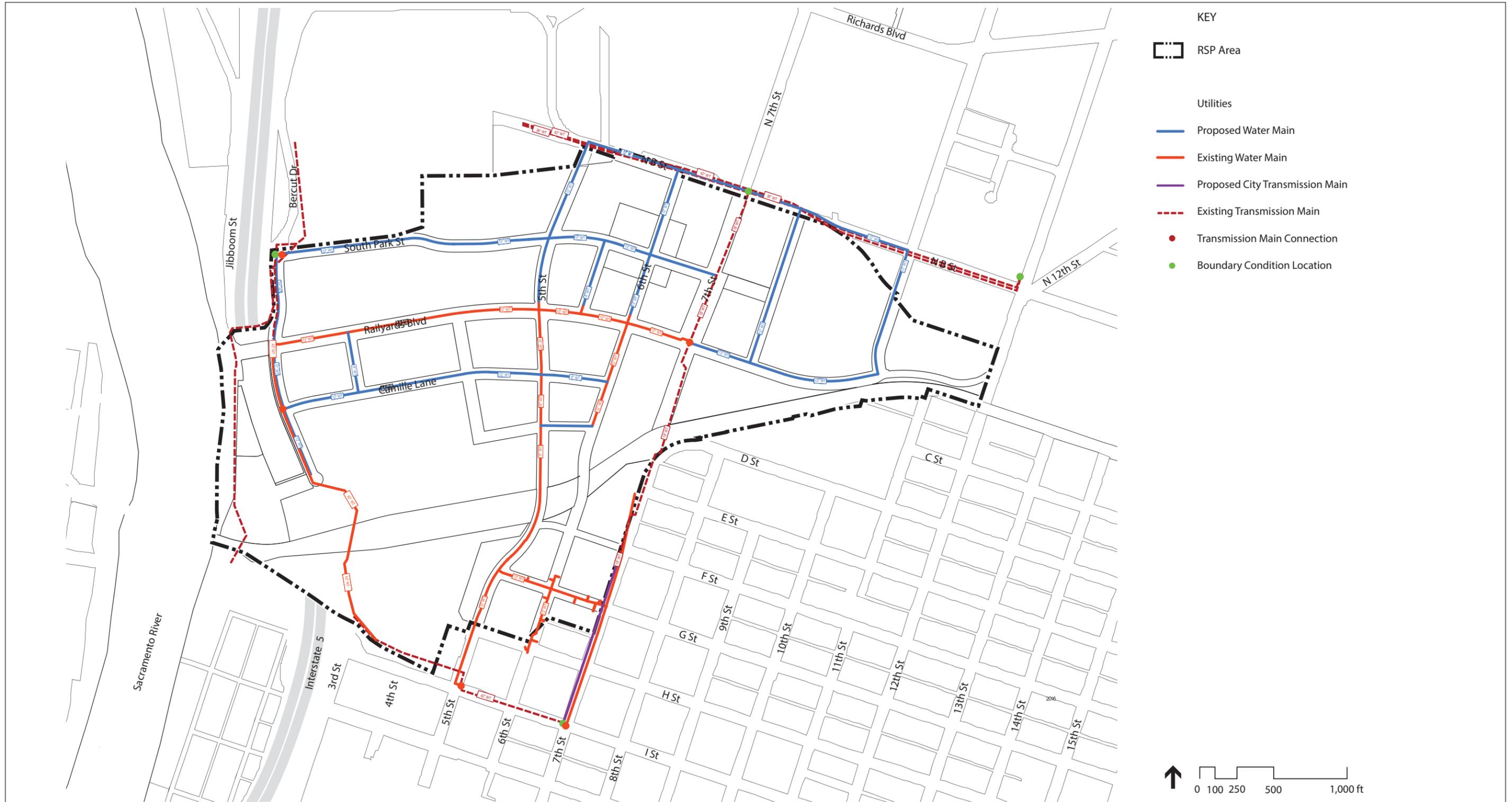
Stormwater Drainage

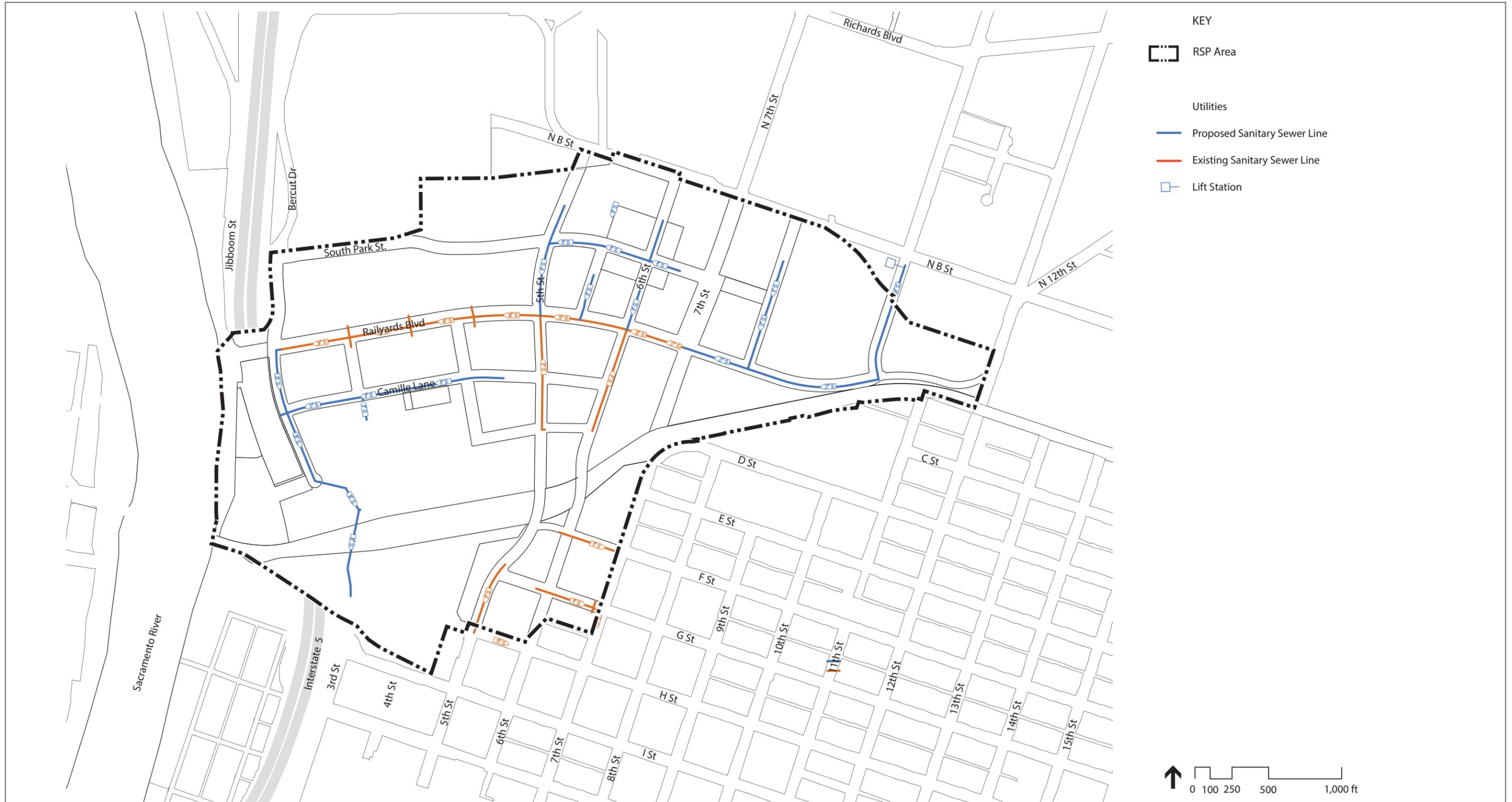
Since certification of the 2007 RSP EIR, the stormwater drainage system that was included in the 2007 RSP has been further studied by the City and the project engineers. The results of these studies are reflected in the proposed RSPU Drainage Master Plan (see **Figure 2-19**, Utilities - Stormwater System). Key variations from the drainage system that was considered in the 2007 RSP EIR include:

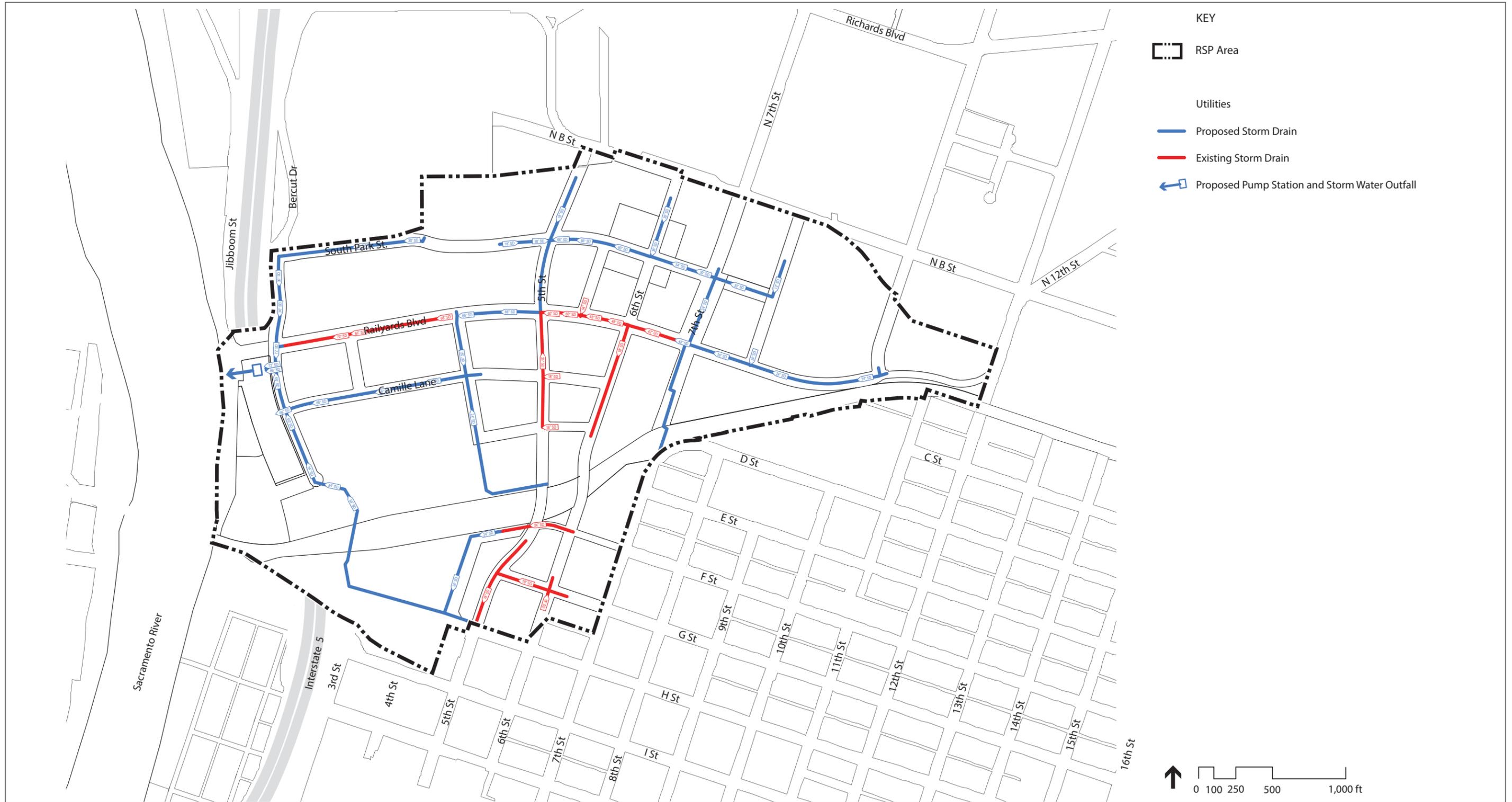
- Eliminate the inclusion of connections to the CSS. Instead essentially all stormwater flows would be directed to an outfall on the Sacramento River (described in further detail later in this Project Description);
- Elimination of the cistern that was to capture first flush flows prior to discharge to the CSS;
- Relocation of the pump station from the southeast corner of Railyards Boulevard and Bercut Drive, to a location immediately west of that location, south of Railyards Boulevard and under I-5. The pump station would be connected to the proposed Stormwater Outfall via discharge pipes that would pass under the bike trail and discharge stormwater to the Sacramento River.

Consistent with the 2007 RSP drainage plan, a small amount of the RSP Area would drain to existing lines in 7th Street that convey drainage north to the CSS in North B Street. Similarly, a small amount of the RSP Area, south of the UPRR tracks, between 6th and 7th Street, would drain to existing lines in 7th Street. Stormwater drainage from the Central Shops would be redirected, from its current discharge point into the CSS at 3rd and I Street, to the new pump station and stormwater outfall on the Sacramento River.

The capacity of the existing 3rd Street CSS is limited and the City has identified a maximum allowed flow rate from the RSP as 2.24 cubic feet per second (cfs), which includes total flow from sanitary, stormwater, and remediated groundwater. An improvement project for the 3rd Street sewer (3rd Street Relief Sewer) is currently under design that will increase the allowable peak discharge from the RSP to 14.7 cfs. The RSP Area is presently allowed a maximum







discharge of 220 gallons per minute (gpm) or 0.5 cfs of groundwater remediation flow from the South Plume Source (SPS) Interim Remedial Measure to the 3rd Street CSS. This discharge is from 11 extraction wells located in the Central Shops area. Until the 3rd Street Relief Sewer project is constructed, this groundwater discharge would be considered as part of the current maximum allowable discharge of 2.24 cfs.

Development activities pursuant to the proposed RSPU that would increase stormwater runoff volumes, including construction of the proposed MLS Stadium, may be initiated prior to construction of the Stormwater Outfall. This runoff would be combined with the groundwater remediation to the maximum of 2.24 cfs. During times of storm water pumping to the 3rd Street CSS, the groundwater pumping may be temporarily stopped to allow additional stormwater discharge. The City limits stormwater inflows from the RSP Area to the 3rd Street CSS to a maximum of 1 cfs.

If future development within the RSP Area were to initiate construction prior to completion of the Stormwater Outfall, construction of separate retention basins to collect stormwater flows from new impervious surfaces may be required. An existing retention basin with a capacity of 12 acre feet south of Railyards Boulevard and east of Bercut Drive collects runoff from Railyards Boulevard, 5th Street and 6th Street. Additional retention basins could be constructed to retain runoff from other proposed construction areas. A 16.6-acre-foot retention basin could be constructed adjacent to the existing retention basin to accommodate development of the KP Medical Center. Runoff from the 5th and 6th streets extensions to North B Street, Bercut Drive from Railyards Boulevard to South Park Street, South Park Street from Bercut Drive to 7th Street, Camille and Stevens Street from 5th to 6th Street, and Judah Street could be accommodated by a 7.2-acre-foot retention basin on the same block as the existing retention basin. Runoff from the area between 5th Street and 7th Street between Railyards Boulevard and North B Street could be accommodated by a 26.2-acre-foot retention basin at the southeast corner of Railyards Boulevard and Bercut Drive. An additional 18-acre-foot retention basin west of 7th Street south of Railyards Boulevard could be constructed to retain stormwater flows from the proposed MLS Stadium.

These temporary retention basins would be equipped with temporary 1 cfs pumps that would be connected to the 3rd Street CSS by a temporary pipeline. If the City 3rd Street Relief Sewer project is constructed before the Stormwater Outfall were to be constructed and operational, additional flows from the temporary retention basins would be pumped in the new 3rd Street Relief Sewer, up to the maximum allowed for the RSP Area. After construction of the Stormwater Outfall and pump station, the retention basins, pumps, and pipelines would no longer be needed.

The RSPU drainage system would be designed to meet the City requirements to capture and discharge flows from the 10-day 100-year storm event through pump station and stormwater outfall into the Sacramento River. The pump station and stormwater outfall are described in further detail under Stormwater Outfall, below.

The 2007 RSP relied on the cistern to provide water quality treatment to first flush flows. With the removal of the cistern, the proposed RSPU would include a diverse system of water quality features and Best Management Practices (BMPs). This system would be based on a variety of features incorporated into each of the developed lots based on the anticipated physical development of that block, but would include stormwater planters, tree boxes and tree wells, Filterra bioretention system units, and Contech stormfilters. These features are described in greater detail in the 2015 Railyards Water Quality Master Plan.

Energy

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

Natural gas lines would be included in public utility easements and connected to PG&E's distribution system that currently serves downtown Sacramento and the River District.

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

Offsite Infrastructure

The proposed RSPU would require offsite infrastructure similar to that identified in the 2007 RSP EIR, including: portions of the Stormwater Outfall that fall outside of the RSP Area (on the Sacramento River riverbank; see the detailed description of this feature starting on page 2-133); extension of 10th Street across the Sims Metal Management property, to a new connection at North B Street; and connections of Railyards Boulevard to 12th Street. Although the 2007 RSP included a proposed connection of Railyards Boulevard to 12th Street, the specific configuration of that connection was not designed, and thus this SEIR considers the specific effects of the current proposed connection to 12th Street.

Public Services

Parks and Public Open Space

Similar to the 2007 RSP, the proposed RSPU would include open spaces and parks that would be comprised of parks, parklettes, urban plazas, trails and pathways, and similar features. Based on the reduced number of housing units, the total park acreage in the RSP Area would be reduced from 41.2 acres in the 2007 RSP to 30 acres in the proposed RSPU. The proposed open space and park plan for the proposed RSPU is presented in **Figure 2-20**, Open Space and Park Plan. The 9.28-acre Vista Park would remain largely in the location and size as previously approved. The "boxcar" parks that were previously planned to be located north of South Park Street 5th and 10th streets would be replaced by a four Neighborhood Parks centered around the intersection of 6th



and South Park streets, collectively comprising 3.13 acres. In addition to Vista Park, there would be an approximately 0.18 acre park located on the north side of South Park Street, between 6th Street and Judah Street. A 0.69-acre greenway would be constructed in the alignment of South Park Street between 7th and 8th streets. Further, private open space that would be an extension of Stanford Street where it passes through the proposed KP Medical Center would connect to Vista Park to the north.

Substantial open spaces would be included around the proposed MLS Stadium, in the Central Shops District, and in the Riverfront District.

Schools

High-density urban housing tends to generate demand for schools at a fraction of the rate of more traditional suburban housing. The proposed project would generate a demand for additional school services, but at lower rates than typical suburban development, due to the increased density of residential uses. Depending on the ultimate amount of housing built within under the proposed RSPU, the Sacramento Unified School District may request the provision of a site for the construction of an elementary school within the RSP Area. Education facilities are allowed as conditional uses under the C-3 SPD, R-5 SPD and H SPD designations. As in the 2007 RSP, a potential school site has been identified at the eastern tip of the RSP Area (see **Figure 2-21**, Proposed Public Facilities Locations), but other locations may be ultimately identified and agreed to by the District. Due to its downtown location, any school facility built within the RSP Area would likely be an “urban” school, and would include characteristics such as compact hardscape recreation areas, multi-story classroom facilities, and space saving solutions such as rooftop recreation areas.

Regardless of whether a school site is located within the RSP Area, new development pursuant to the proposed RSPU would contribute toward the provision of schools to serve the children of new residents and employees. This contribution would occur in the form of in-lieu fees, to fund school expansion and construction outside the RSP Area, off-site or on-site land dedication, and/or the construction of a school facility within the RSP Area.

Police Services

Law enforcement services would be provided by the City of Sacramento PD. Like the 2007 RSP, the proposed RSPU identifies two potential locations for joint police and fire stations, shown in Figure 2-21. If constructed in the RSP Area, it is anticipated that a new station would be located in a multi-story, multi-use building.

Fire Protection Services

Fire protection would be provided by the City of Sacramento Fire Department. As described in the 2007 RSP, a fire station may be constructed in the RSP Area. As described above, the potential locations for a joint fire and police station are shown in Figure 2-21.



SOURCE: Kimley-Horn, 2016; AECOM, 2016; ESA, 2016

Sacramento Railyards Specific Plan Update . 150286

Figure 2-21

Proposed Public Facilities Locations

Other Project Elements

Goals and Policies

In addition to the land use, circulation, and infrastructure plans described above, the proposed RSPU would amend several of the goals and policies of the 2007 RSP, as described further below.

- Elimination of Policy S-1.1 which had become unnecessary in light of the Land Use Covenant and Railyards Soil and Groundwater Management Plan;
- Elimination of policy S-1.7 which has essentially been made obsolete by changes to state law and building codes requiring energy efficient construction and building systems;
- Elimination of policy S-1.9 which required encouragement of US Green Building Council's Leadership in Energy and Environmental Design (LEED) certified buildings;
- Amendment of Policy CC-1.7 to allow ground floors of parking structures to be visually screened rather than requiring that parking structures be wrapped by other uses;
- Amendment of Policy CC-1.8 to reflect that structured parking should be encouraged in lieu of surface parking;
- Amendment of Policy CC-2.4 to ensure that new or extended buildings in the Central Shops district respect the scale, design, and character of existing historic structures, as well as other features;
- Replacement of Policy HO-2.1, which formerly ensured long-term affordability of low and moderate income housing, with a new policy to require implementation of the Railyards Inclusionary Housing Plan approved by the City;
- Replacement of Policy HO-2.2, which formerly ensured that affordable units were built in a manner that maintains the high quality of design in the community, with a new policy that ensures compliance with Chapter 17.712 of the City Code (Mixed-Income Housing) with respect to any obligation to pay an affordable housing impact fee and the quality and diversity of any affordable housing units constructed;
- Amendment of Policy HO-3.1 to broaden the scope of the policy from just elderly housing to encourage the development of a range of housing sizes and configurations suitable for the elderly and persons with disabilities and integration of market-rate housing with affordable housing;
- Amendment of Policy C-2.1 to eliminate the requirement to extend 5th and 6th Street from downtown into the RSP Area (because this has already been completed), and add a requirement to extend 8th Street to the River District;

- Addition of Policy C-3.5 which requires the provision of a robust network of varying scaled pedestrian pathways to fully integrate the Central Shops with the West End and Vista Park, and 5th Street with the Sacramento riverfront;
- Amendment of Policy C-5.3 to add that the provision of safe pedestrian linkages should be accomplished by minimizing parking and service access crossings of sidewalks, and that the policy should apply to linkages to buildings as well as to public spaces;
- Amendment of Policy C-4.4 to add a requirement for electric vehicle charging stations in all residential projects;
- Add a new Goal CS-6 to provide for solid waste and recycling disposal and collection systems to ensure safe, efficient, movement of waste from the Railyards to disposal sites;
- Add a new Policy CS-6.1 to require the design of street and alley systems to minimize pedestrian crossings by recovery vehicles for solid waste, grease, and other waste streams;
- Amendment of Goal HR-1 to reflect that the RSPU should provide for public use and enjoyment of historic resources rather than just historic buildings;
- Amendment of Policy HR-1.1 to promote viable reuse of the historic district, rather than just the historic buildings;
- Amendment to Policy HR-1.2 to direct preservation of historic resources rather than just structures within the Central Shops District;
- Amendment to Policy HR-1.3 to ensure that the rehabilitation of the entire Central Shops complex and features conforms to the standards set forth in Title 17, Section 17.604 of the City Code;
- Amendment of Policy HAZ-1.1 to require that City land use approvals are compatible with DTSC approved land use covenants;
- Amendment of Policy HAZ-2.2 to require, in the event of changing cleanup standards, the property owner to work with DTSC to ensure that additional remediation activities are undertaken by the appropriate responsible party, eliminating the prior requirement for City involvement;
- Amendment of Policy HAZ-3.1 to require that development is consistent with DTSC-approved land use covenants;
- Amendment of Policy HAZ-4.1 to protect human health and the environment through implementation of the DTSC-approved land use covenants; and
- Elimination of Policy HAZ-5.1, which required that development be coordinated with remediation activities.

Open Space

As addressed further in proposed revisions to the RSP Design Guidelines, the following are key proposed RSPU revisions to the Open Space chapter of the 2007 RSP:

- Amendment of the Open Space objective for the Central Shops District to reflect the importance of taking care in the placement of new uses so as to maintain a strong visual relationship between the buildings in order to convey the historic functional interconnections;
- Reconfiguration of the 2007 RSP “Box Car Parks” into a series of “East End Neighborhood Parks” configured around the 6th/South Park streets intersection as well as a landscaped corridor in the South Park Street alignment between 7th and 8th streets;
- Elimination of the 5th Street Bridge Overlook, replaced by two smaller overlooks on the existing 5th Street bridge;
- Realignment of Hopkins Walk to connect Stanford Street and the Central Shops to Vista Park through the proposed KP Medical Center campus; and
- Replacement of a Chinese Garden with a Chinese landscape design theme as part of the SITF development.

Circulation and Transportation

The following are key proposed revisions to the Circulation and Transportation chapter of the 2007 RSP:

- Recognition that the following streets have been constructed since adoption of the 2007 RSP: Railyards Blvd. from 7th Street to the Bercut Drive alignment, 5th Street from H Street to Railyards Blvd., including the 5th Street Bridge over the UPRR tracks; and 6th Street from H Street to Railyards Blvd. including the 6th Street Bridge over the UPRR tracks. Although not open for public use at the time of the release of this Draft SEIR, it is anticipated that these streets will be opened for public use during summer 2016, prior to certification of the SEIR.
- Straightening and realigning Camille Lane approximately from 10 to 100 feet north of the alignment in the 2007 RSP;
- Reconfiguration of one-way couplets that were previously called for with 5th (northbound)/7th (southbound) streets and South Park (eastbound)/North Park (westbound) streets, into two-way streets, making 5th Street available for connectivity from Richards Boulevard to I Street;
- Elimination of North Park Street and North 9th Street, as well as the connection of Judah Street to North B Street;

- Elimination of Huntington, Crocker, and Stanford streets between Railyards Blvd. and South Park Street to accommodate construction of the proposed KP Medical Center. These streets would remain in the Land Use Variant;
- Between Camille Lane and Railyards Blvd., elimination of Crocker Street and realignment of Huntington Street further east to create similarly shaped parcels to the east and west;
- Conversion of Railyards Blvd. between 7th Street to 10th Street from one-way (westbound) to two-way;
- Inclusion of a Class IV Protected Bike Lane on 6th Street from H Street to Railyards Boulevard, and exclusion of bike and pedestrian travel on 7th Street from F Street to Camille Lane, as well as elimination of the previously approved bike/pedestrian tunnel;
- Upgrade of bike lanes on Railyards Blvd., west of 7th Street, to exclusively Class II lanes; and
- Elimination of on-street parking on the west side of 6th Street between Railyards Boulevard and Stevens Street.

Although not called for in the 2007 RSP, a north-south vehicular, bicycle, and pedestrian connection on 10th Street between D Street and Railyards Blvd. was added to the General Plan Circulation Element as part of the adoption of the River District Specific Plan. Based on engineering studies that determined that grade separated facilities (tunnels and bridges) that could accommodate vehicular traffic and/or bicycle and pedestrian travel were not feasible in light of existing and proposed land uses, Americans with Disability Act accessibility requirements, safety concerns, and other factors, the proposed RSPU calls for the elimination of this connection (see Appendix J.3).⁶

Like the 2007 RSP, the proposed RSPU includes a one-way, single lane westbound connection from 12th Street to Railyards Blvd., with the two-way segment of Railyards Blvd. at the intersection of 10th Street. Engineering design of this connection was not conducted as part of the 2007 RSP, and has now been undertaken as part of the preparation of the RSPU. The westbound connection, referred to as a “slip lane,” would diverge from 12th Street south of its intersection with North B Street, taking all traffic from the westernmost lane (after removal of the current westernmost lane for the purpose of construction of a two-way cycle track as part of the North 12th Street Complete Street Project). The remaining section of 12th Street between the diverge and the UPRR track underpass would include two southbound lanes, with three southbound lanes available south of the underpass.

⁶ Kimley-Horn and Associates, Inc., Railyards Boulevard and 10th Street Access Feasibility Study, October 15, 2015.

Utilities and Services

Key aspects of the proposed RSPU Utilities and Services plan are described above. The proposed RSPU also reflects the utility improvements that have been constructed in the RSP Area since adoption of the 2007 RSP, including water supply, wastewater, and storm drainage infrastructure in the recently constructed 5th and 6th streets and Railyards Blvd., as well as the construction of a 42-inch water transmission main from the Sacramento River Water Treatment Plant to the intersection of I and 5th streets, through the west side of the RSP Area.

The RSPU acknowledges the importance of water conservation in both residential and non-residential development and landscaping. It includes a commitment to a series of water conserving landscape requirements that involve the use of drought-resistant landscaping and water-conserving irrigation methods to reduce water waste, as well as to achievement of CALGreen Tier 1 Water Efficiency Standards or better.

Historic and Cultural Resources

The proposed RSPU recognizes that since 2007, the historic Depot building has been acquired by the City and many improvements have been planned and renovations initiated to fully integrate this facility with the planned Sacramento Intermodal Transportation Facility (SITF). Three phases of construction and renovation activities have been planned. Phase 1, completed in 2013, included the relocation of the UPRR tracks to the current configuration immediately south of the Central Shops and construction of the new pedestrian/bicycle tunnel (the Steve Cohn Passageway) west of the new platforms. Phase 2, which is currently underway, involves the architectural restoration and rehabilitation of the historic Depot building consistent with the Secretary of the Interior's Standards for Historic Buildings. Phase 3, which was adopted in June 2009, anticipates the building of the SITF with multiple regional transportation services within convenient locations for passengers. No specific construction schedule has been established for Phase 3.

The following are key proposed revisions to the Historic and Cultural Resources chapter of the 2007 RSP:

- Reconfiguration of the Central Shops Historic District and the adjacent Transition Zone to conform to changed alignment of Camille Lane;
- The creation of a new development parcel, Parcel 22,⁷ that would be located between the Paint Shop and Car Shop 3 within the previously identified "Market Plaza"; and
- Elimination of the previously planned relocation of the historic Water Tower, which under the proposed RSPU would remain in its current location at the northeast corner of Camille Lane and 5th Street.

⁷ The 2007 RSP included a Lot 22 that would be subsumed into the proposed Lot 23 in the RSPU.

Figure 2-22 presents the proposed reconfigured Central Shops Historic District.

Hazards

The following are key proposed revisions to the Hazards chapter of the 2007 RSP:

- Revisions to update the status of soil and groundwater remediation activities, and to reflect legal changes in the responsibility for remediation of the RSP Area. The 2007 RSP reflected the land owner and project applicant's responsibility for clean-up. Following the loss of the property by way of foreclosure on the prior landowner, the proposed RSPU Hazards chapter reflects the accepted responsibility of UPRR for completion of remediation activities pursuant to a 1988 Enforceable Agreement with the DTSC;
- Replacement of a Tri-Party Memorandum of Understanding that addressed the roles of key parties, and responsibilities for ongoing oversight during construction, with a Two-Party Memorandum of Agreement that addresses the roles of the property owner and DTSC, and responsibilities for monitoring compliance with Land Use Covenants and construction activities. As part of this change, future coordination regarding remediation activities would occur between DTSC, UPRR, and the property owner;
- Implementation of the DTSC-approved Railyards Soil and Groundwater Management Plan; and
- Compliance with the terms of a Land Use Covenant for areas of the RSP Area in which completion of soil remediation has been certified.

Design Guidelines

The proposed RSPU includes updates to the RSP Design Guidelines (RSPDG), which were previously incorporated into the Central City Urban Design Guidelines (CCUDG). The key changes proposed for the RSPDG are to incorporate and bring the RSPDG into greater conformance with applicable guidance from the CCUDG, as described further below.

Public Realm Guidelines

Key changes proposed for the Public Realm Guidelines include:

- The addition of design guidelines for North B Street between 7th and 10th streets that proscribe four travel lanes, a center turn lane, and 6-foot Class II bike lanes on each side of the street, along with separated sidewalks, landscaped parkways with street trees on both sides of the street. North B Street between 5th and 7th streets would be two travel lanes, a center turn lane, and a 6-foot Class II bike lane on each side of the street. Sidewalks on North B Street would be 16-feet on both sides of the street from 5th to 7th, and on the south side of the street between 7th and 8th Street. All other sidewalks on North B Street would be 5.5 to 6 feet in width;



- A change in the RSP Area’s “Main Street” from Camille Lane to Stanford Street, with Camille Lane becoming a primary pedestrian-focused connection between the Riverfront and West End Districts;
- Where alleys in the commercial or residential districts are to be provided, they are to be designed consistent with Section B.1 of the Central Core Design Guidelines;
- The 2007 RSPDG for public sidewalks would be replaced by the sidewalk design guidelines provided in Chapter 3, Section C of the Central Core Design Guidelines, with most sidewalks in the RSP Area would be 16 feet wide, except at locations that are existing, constrained by right-of-way, and/or recently constructed with narrower sidewalks;
- The following changes to the guidelines for street furnishings and amenities:
 - Landscape guidelines are referred to in Section D of the Central Core Design Guidelines, with the exception of a limited number of street tree guidelines which continue to require that street trees are 10 feet from building facades and 15 feet from street lights;
 - Street lighting guidelines would be removed. Street lighting is referred to section C.3.d of the Central Core Design Guidelines, with the exception of limitation of street lights on pedestrian streets to 15 feet in height, and allowing 30 feet in height on larger streets;
 - Small public places guidelines would be removed and replaced with the small public places guidelines for the Central Core Area provided in Chapter 3, Section E of the Central Core Design Guidelines; and
 - Public art guidelines would be removed and replaced with the public art guidelines for the Central Core Area provided in Chapter 3, Section F of the Central Core Design Guidelines;
- Parks and open space guidelines revisions, include changes to the following requirements:
 - Elimination of paving, site furniture, and light fixtures in Roundhouse Plaza to be similar to those used in the Central Shops historic buildings;
 - Museum Park is refined to be Museum Plaza, with the addition of design features that commemorate the historic track alignment into the street pavement, street furniture, signage, etc.;
 - Elimination of the requirement that the 5th Street Steps to use the same paving, planting, and site furnishings used along 5th Street;
 - Hopkins Walk would be reconfigured to be a connection between Stanford Street and Vista Park;

- Addition of a requirement that Vista Park have active play areas that can be used for various sports activities; and
- Elimination of the 5th Street Bridge Overlook that was to provide 30-foot wide viewing platforms (Note: the 5th Street Bridge was constructed with 12- to 16-foot wide sidewalks on the west side, and shade structures to facilitate viewing of the Central Shops, the Depot District, downtown Sacramento, and other points to the west);
- Parks and open space guidelines also include replacement of guidelines for the “Box Car Parks” included in the 2007 RSP with guidelines for East End Neighborhood Parks oriented around the intersection of 6th/South Park streets and a greenway that follows the alignment of South Park Street between 7th and 8th streets. The East End Neighborhood Parks are encouraged to include amenities for young children and families, including tot lots and adventure play areas; and
- Parks and open space guidelines would also eliminate the requirement for a Chinese Garden in exchange for requirements that a Chinese landscape theme be included in the design of landscape and open spaces in the Depot District.

Private Realm Guidelines

Key changes proposed for the Private Realm Guidelines include:

- In the Depot District, a change to allow mid-rise as well as high-rise commercial mixed-use buildings;
- In the West End District, elimination of residential/commercial mixed-use low rise buildings as the primary building type on 7th Street near the Alkali Flat neighborhood, a change to allow mid-rise as well as high-rise commercial mixed-use buildings, and the addition of health care and hospital buildings as a building type;
- In the East End District, elimination of a requirement for mid-block alleys on all blocks, and of requirements for buildings to step down to adjacent parks. Buildings would be limited to a maximum of 320-foot frontage, with alleys or lanes used to break up the building mass. Building types would be changed to eliminate low-rise residential mixed-use buildings, to add commercial mixed-use mid-rise and high-rise buildings, to allow residential mixed-use buildings near Vista Park to include ground-floor neighborhood serving businesses and services rather than strictly retail uses, and to provide for residential mixed-use high-rise buildings along the 7th Street corridor rather than along the northern and southern edges of the District. In addition, soccer stadium is identified as a building type allowable in the District;
- In low-rise (5 stories or less), mid-rise (6-8 stories), and high-rise residential buildings, a strict requirement for the facades of retail-level uses to be 75% transparent and activated;

- In high-rise residential buildings, above the street-wall, maximum average floor plates would be raised from 7,500 sf to 10,000 sf, and other massing and building configuration requirements (e.g., maximum plan and diagonal dimensions) would be eliminated;
- In hospital high-rise buildings, the maximum average tower floor plate would be set at 50,000 sf;
- In commercial high-rise buildings, street-wall heights of between 65 in most of the RSP Area, with 85 feet along Railyards Boulevard, and up to 125 feet on portions of the H zoned block would be allowed prior to application of bulk controls, compared to 60 to 85 feet in the 2007 RSPDG;
- 2007 RSPDG site planning guidelines for build-to lines and setbacks, tree setbacks, lot coverage, open space, small public spaces, landscaping, project size and building type, and service areas and access would be replaced with the relevant portions of the Central Core Design Guidelines;
- 2007 RSPDG massing and building configuration guidelines for street-wall and building base height, massing and bulk controls, facades, rooftops and mechanical penthouse enclosures, development along alleys, sustainability, and public and private art would be replaced with relevant portions of the Central Core Design Guidelines, with the following key exceptions:
 - Maximum street-wall heights that were previously 60 to 85 feet would be lowered to 65 feet, except on Railyards Boulevard where the maximum street-wall height would remain at 85 feet, and around the H Zone parcels would be 85 feet along Railyards Boulevard; 125 feet along Bercut Drive, and along South Park Street from Bercut Drive to Hopkins Walk; and 65 feet along 5th Street, and along South Park Street from Hopkins Walk to 5th Street.; and
 - 2007 RSPDG bulk controls would be replaced with the bulk controls included in Central Core Design Guidelines, Chapter 4, Section D.3;
- 2007 RSPDG parking and vehicle access guidelines for location and configuration, and bicycle parking would be replaced with relevant portions of the Central Core Design Guidelines, Chapter 4, Section E.1, with the following key exception:
 - The 2007 RSPDG guideline that required ground floor parking to be wrapped with an active street front use would be amended to also allow ground floor parking to use design and architectural treatments to preclude visibility of parking uses at street level.

Historic Resources

The following revisions to the Historic Resources chapter of the 2007 RSPDG are proposed:

- It would be clarified that Transition Zone Guideline 1, which requires that new buildings be placed a minimum of 20 feet from an historic structure, does not apply to additions to existing buildings; and
- The requirement that new buildings in the Transition Zone be “slender or modulated” would be eliminated, but the requirement that such buildings be designed to allow views from the Central Shops to I-5, Camille Lane, and 5th Street would remain.

Signage

The following revisions to the Signage chapter of the 2007 RSPDG are proposed:

- A requirement would be added for a master sign program that reflects the character of each district; and
- In the Central Shops District provision would be made for tenant signage on walls, in addition to the prior allowed signs on door openings, painted on glass, or on free-standing poles/structures.

Building Heights

The 2007 RSP established no building height limits for most of the RSP Area. There were specific building height limits in the East End District, north and south of the Box Car Parks; in the Transition Zone around the Central Shops Historic District, and in the Riverfront District between I-5 and the Sacramento River. The height limits proposed in the RSPU are shown on Figure 2-8, RSPU Proposed Building Height Limits Diagram. The primary changes in the height limits in the proposed RSPU respond to the reconfiguration of parks and open space in the East End District, and the configuration of the Central Shops Historic District and realignment of Camille Lane. The following are proposed changes to the 2007 RSP Building Height Limits:

- Elimination of 120-foot limits covering the half block south of South Park Street and the half block north of the prior North Park Street, from 7th to 10th streets. This would be replaced with 250-foot limits in the R-5 SPD zone, and unrestricted height on the blocks east of 7th Street;
- Reduction in the height limit on Parcel 22, between Car Shop #3 and the Paint Shop building, from 67 feet to 24 feet;
- Reduction in the height limit on Parcel 23, immediately south of Car Shop #3, in the Central Shops, from 78 feet to 24 feet;
- Reconfiguring Parcel 18 and reducing the 67-foot building height limit to a maximum height of 40 feet, in the Transition Zone east of the Central Shops;

- Increasing the limit from 67 feet to 100 feet on the area identified as Block 8, south of Camille Lane and west of the Roundhouse, in the Transition Zone;
- Decreasing the height limit from unrestricted to 120 feet on Blocks 49, 50 and 51;
- Increasing the height limit on the eastern side of Block 46 (facing 7th Street) from 85 feet with a 35-foot street-wall, to 120 feet with a 65-foot street-wall;
- Decreasing the height limit for any structures built on the Vista Park block (Block 72) from unrestricted to 35 feet; and
- Changing the height limits on the southern building footprint of Parcel 35 in the Riverfront District. The change would be from a 450-foot height limit, with a required building base height of 85 feet, and then a step down to 35 feet within 100 feet of the riverbank, to a height limit of 450 feet with a 65-foot street-wall to the property line with an additional step down to be approved as part of the Site Plan and Design Review process.

Special Planning District

The RSPU proposes revisions to the Railyards SPD. The revisions involve changes to the SPD to make it consistent with the land use designations described above (see pages 2-22 through 2-28). In addition, general and specific provisions of the development permitting process would be revised to bring the process into conformance with the development permitting process established in the City's Planning and Development Code.

Construction

Imported Fill Material

As described above, the project site would be graded to provide a positive flow of drainage from east to west. In order to create the necessary grades, an estimated 750,000 cubic yards of imported fill would be required for the complete proposed RSPU. The project applicant is contracting with the Sacramento County Regional Sanitation District to provide clean fill that is being created as part of the earthmoving in the SCRSD sewer treatment plant upgrade project.

The Sacramento County Regional Sanitation District plant is located on the north end of Dwight Road in the City of Elk Grove. The haul route would be a total of 15 miles: 0.5 miles from the plant south on Dwight Road, 1.3 miles west on Laguna Boulevard, 12.8 miles north on I-5, 250 feet east on Richards Boulevard, and 0.9 miles south on Bercut Drive to the RSP Area. The return route would be the same except the trucks would go north 0.6 miles on Jibboom Street to the southbound I-5 onramp at Richards Blvd.

A maximum of 50 trucks per day would each haul an average of fourteen cubic yards of fill material, with an average of five round trips per day. At this rate, the haul operation associated with fill of the project site would take a total of approximately 214 days to complete.

The loading at the treatment plant would be performed using 100,000 pound excavator, 4,000 gallon water truck, 40,000 pound dozer and a road sweeper. At the delivery point in the RSP Area, there would be a 40,000 pound sheep foot compactor, 4,000 gallon water truck, 50,000 pound motor grader and a road sweeper. The haul operation would run from Monday through Saturday from 6:00 am to 6:00 pm.

Both the loading and unloading operation would be subject to a Storm Water Pollution Prevention Plan approved by the Central Valley Regional Water Quality Control Board and the Railyards Soil and Groundwater Management Plan, and all equipment for the haul operation would conform to California CARB Standards.

Project Approvals and Entitlements

City of Sacramento

The Proposed projects are anticipated to include, but may not be limited to, the following City actions:

- Approval of a Water Supply Assessment;
- Certification of the SEIR to determine that the SEIR was completed in compliance with the requirements of CEQA, that the decision-making body has reviewed and considered the information in the SEIR, and that the SEIR reflects the independent judgment of the City of Sacramento;
- Adoption of a Mitigation Monitoring Plan (MMP), which specifies the methods for monitoring mitigation measures required to eliminate or reduce the project's significant effects on the environment;
- Adoption of Findings of Fact, and for any impacts determined to be significant and unavoidable, a Statement of Overriding Considerations;
- Approval of one or more amendments to the General Plan;
- Approval of the Railyards Specific Plan Update;
- Approval of amendments to the Railyards SPD, Chapter 17.440 of the City Code;
- Approval of amendments to the Railyards Design Guidelines;
- Approval of revisions to the Central Shops Historic District Ordinance (Ordinance # 2007-103) to change the boundary of the District, remove the Water Tower as a contributing resource in the District, and remove the relocation of the Water Tower into the District;
- Approval of a landmark nomination for the Water Tower;

- Approval of a Conditional Use Permit for a Sports Facility (MLS Stadium and related facilities) on Lots 52(a-e) in the C-3 SPD zone;
- Approval of Conditional Use Permits for establishments that sell alcohol for off-premise consumption;
- Approval of a Conditional Use Permit for a helistop at the KP Medical Center;
- Approval of a Conditional Use Permit for stand-alone parking lots;
- Approval of a Vesting Tentative Subdivision Map;
- Approval of one or more Development Agreements;
- Approval of a Site Plan and Design Review Permit for the MLS Stadium, including surrounding plaza area;
- Approval of a variance from the City's Noise Ordinance to allow extended construction hours and operation of the MLS Stadium and associated facilities;
- Approval of a Site Plan and Design Review Permit for the Stormwater Outfall;
- Approval of a grading permit to regulate land disturbances, landfill, soil storage, pollution, and erosion and sedimentation resulting from construction activities; and
- Approval of a groundwater memorandum of understanding from the City of Sacramento for construction dewatering.

Other Local, Regional, State or Federal Agencies

The Proposed Project is anticipated to include, but may not be limited to, the following actions by entities other than the City:

- Approval of a construction activity stormwater permit, including a Stormwater Pollution Prevention Plan, from the Central Valley Regional Water Quality Control Board (CVRWQCB);
- Approval of a pre-treatment permit from the Sacramento Regional County Sanitation District to allow discharges associated with construction dewatering to the CSS;
- Approval of a stationary source permit from the Sacramento Metropolitan Air Quality Management District (SMAQMD);
- Approval of a permit pursuant to Section 404 of the Clean Water Act from the U.S. Army Corps of Engineers, including any related Biological Opinion from the U.S. Fish and Wildlife Service (USFWS) and/or the National Marine Fisheries Service (NMFS);

- Approval of a Section 408 permit to alter the existing levee pursuant to Section 14 of the Rivers and Harbors Act (33 CFR 408) from the U.S. Army Corps of Engineers;
- Approval of a water quality certification under Section 401 of the Clean Water Act by the Central Valley Regional Water Quality Control Board (CVRWQCB);
- Approval of a Streambed Alteration Agreement pursuant to Section 1600 of the California Fish and Game Code from the California Department of Fish and Wildlife;
- Approval of an encroachment permit from the Central Valley Flood Protection Board;
- Approval of a permit from the California State Lands Commission;
- Approvals of the design of the proposed hospital by the California Office of Statewide Health Planning and Development (OSHPD); and
- Approval by California State Department of Parks and Recreation for encroachment by the Stormwater Outfall pipes and structures.

2.5 Responsible and Trustee Agencies

This EIR is intended to be used by responsible and trustee agencies (as defined by sections 15381 and 15386 of the State CEQA Guidelines) that may have review or discretionary authority over some component of the project. Agencies in addition to the Lead Agency that also may use this EIR in their review of the project or that may have responsibility over approval of certain project elements may include, but are not limited to, the following:

- United States Army Corps of Engineers (USACE),
- United States Fish and Wildlife Service (USFWS),
- United States Department of Commerce, National Marine Fisheries Service (NMFS),
- California Department of Transportation (Caltrans),
- California Department of Toxic Substances Control (DTSC),
- California Department of Fish and Wildlife (CDFW),
- California Department of Health Services (DHS),
- California Office of Statewide Health Planning and Development (OSHPD),
- California State Lands Commission (CSLC),
- Central Valley Flood Protection Board (CVFPB),
- Central Valley Regional Water Quality Control Board (CVRWQCB),
- Sacramento Metropolitan Air Quality Management District (SMAQMD),

- Sacramento Municipal Utility District (SMUD),
- Sacramento Regional County Sanitation District (SRCSD), and
- Sacramento Regional Transit (RT).

2.5.1 KP Medical Center

Kaiser Foundation Hospitals, a California nonprofit public benefit corporation (Kaiser) is applying for land use entitlements for the development of a new, state-of-the-art approximately 1.3 million sf Kaiser Permanente Medical Center (KP Medical Center) campus in the City. The KP Medical Center would bring a comprehensive range of health care services to Kaiser Permanente members in the City and surrounding communities, including without limitation: a comprehensive range of inpatient and outpatient primary and specialty care services; including diagnostic and treatment services; surgical services and emergency care; urgent care; radiation/oncology services; diagnostic services including radiology and telemedicine; women's services; and supporting ancillary health care services such as optical, pharmacy, laboratory, education and training.

Morse Avenue KP Medical Center

Kaiser currently operates its Sacramento Medical Center at 2025 Morse Avenue in unincorporated Sacramento County. The Morse Avenue facility offers a full hospital with 287 licensed beds, inpatient and ambulatory surgical services, medical offices, emergency services, pharmacy, and other related healthcare services and administrative functions.

Following the opening of the proposed KP Medical Center in the RSP Area, all hospital and clinical uses would be relocated from the existing Morse Avenue KP Medical Center, which would cease to operate for medical service delivery purposes. Administrative and other non-medical uses may continue into the future.

Until a future use is determined for the facility buildings and/or land at the Morse Avenue site, the property would be maintained and irrigated to ensure that the physical conditions remain essentially in their current state. Security fencing and security patrols would be used to protect the integrity of the property and minimize the potential for vandalism. Lighting of the buildings and parking lots would continue to be operated for security purposes.

For purposes of this SEIR, it is therefore assumed that the hospital and other medical buildings at the Morse Avenue facility would be closed upon opening of the proposed Railyards KP Medical Center, and remain closed for an indeterminate period until further action is taken by Kaiser Permanente to either demolish or convert the buildings to different uses.

State-Mandated Compliance with Senate Bill 1953

Seismic-safety legislation Senate Bill (SB) 1953 and the Alfred E. Alquist Hospital Facilities Seismic Safety Act (the Alquist Act), mandate the replacement or seismic-retrofit of existing California acute care hospital facilities that do not meet current earthquake-resistant standards for hospitals within specified timeframes continuing to 2030. The Morse Avenue KP Medical Center is classified as an acute care facility.

The Alquist Act also requires that building plans for the retrofit or replacement of acute care hospital facilities be submitted to, and approved by, the Office of Statewide Health Planning and Development (OSHPD). OSHPD enforces building standards and codes related to construction of health facilities. Specifically, hospitals with non-ambulatory patients, such as the future KP Medical Center, are considered “Institutional Group I Occupancy” structures (as defined in the California Building Code) and are subject to stringent requirements for life safety (fire, health, seismic). Non-OSHPD structures (i.e., structures that do not house OSHPD-regulated hospital functions) are not subject to the same building requirements, but are subject to the 2013 California Building Code and currently applicable building codes, State and federal accessibility requirements, and local regulations.

Kaiser Permanente J Street Medical Office Building & Sports Medicine Clinic

Kaiser Permanente has purchased the existing building and parking structure at 501 J Street in downtown Sacramento. Design is underway to convert the 210,000 sf, six-story building into an outpatient specialty care medical office building. Construction on phase one of the interior tenant improvements is expected to start in 2016 and will run through early 2018. Phase one opening is planned for mid-year 2018. Phase two would coincide with the opening of the Railyards KP Medical Center campus.

The new J Street MOB will include offices for 86 providers in phase one, and a total of approximately 120 providers when phase two is completed. All of the ancillary services typically found in a Kaiser Permanente stand-alone medical office building will be provided, including Lab, Imaging, and Pharmacy. Urgent Care services will not be provided at 501 J Street.

A 15,000 sf Sports Medicine Clinic annex will be located directly across the street in the new Sacramento Kings practice facility structure, contiguous to Golden 1 Center, currently under construction.

Kaiser Permanente members will come to both facilities on an appointment-only basis. Member traffic between 501 J Street and the proposed KP Medical Center in the RSP Area is expected to be minimal. Members would come to one or the other facilities based on where their appointment is scheduled.

Staff traffic between the facilities would also be minimal, and potentially would include only the regularly scheduled courier cars that move medical supplies and lab samples between facilities. Staff would be encouraged to walk between facilities. An employee shuttle between 501 J Street and the proposed KP Medical Center in the RSP Area is not contemplated at this time.

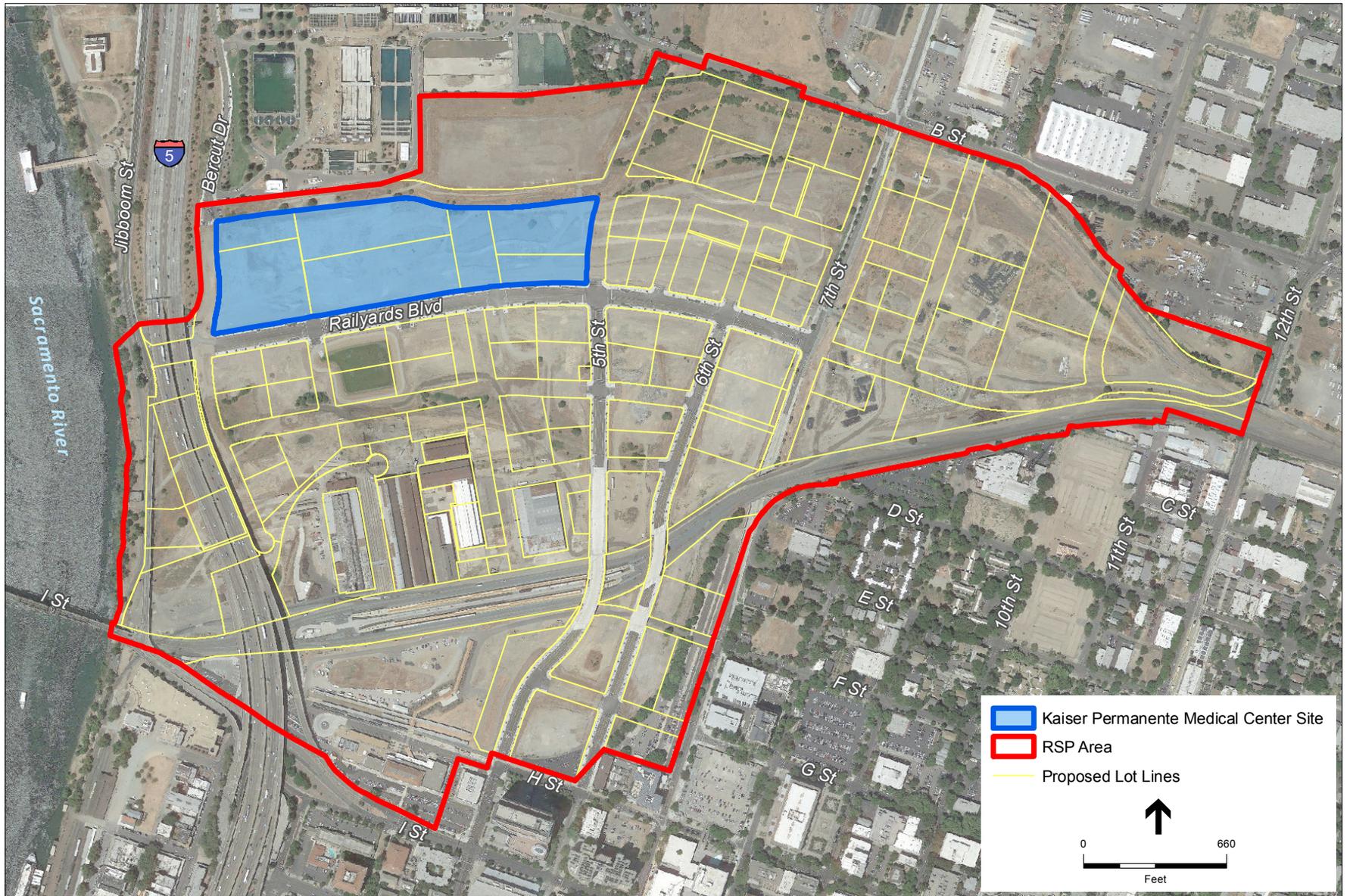
Project Location

The proposed KP Medical Center would be located on 17.8 acres north of Railyards Boulevard and west of 5th Street (see **Figure 2-23**, Kaiser Permanente Medical Center Site). The site is generally situated between the City Water Treatment Plant and the future Vista Park on the north, I-5 and the Sacramento River to the west, RSP mixed-use development and the Central Shops Historic District to the south, and the RSP residential R-5 neighborhood to the east. More specifically, the proposed KP Medical Center site is bounded by Railyards Boulevard on the south, Bercut Drive on the west, South Park Street on the north, and 5th Street on the east.

Major Project Components

Kaiser has developed illustrative plans for the proposed KP Medical Center; these illustrative plans form the basis of the analysis in this SEIR. The illustrative plans are not the subject of formal applications to the City, and the final designs remain subject to future City review and approval. In the future, Kaiser would present the City with detailed design plans and programming for subsequent City review and approval of a Site Plan and Design Review permit. At that time, the City would compare the detailed designs with the policy, regulations, and Design Guidelines of the RSPU, as well as the SEIR. To the extent that the detailed designs conform to the parameters established in the RSPU and the SEIR, it is anticipated that no further CEQA analysis would be required. In the event that the final designs materially differ from the RSPU and assumptions in the SEIR, especially in terms of total square footage of uses, employment estimates, and/or key features of the hospital and medical center, the City would be required under CEQA to consider the environmental effects of the differences. Assuming that no new or substantially more severe impacts would result, no further CEQA analysis would be required.

The KP Medical Center would result in the construction of the following: (1) an approximately 658,000 sq. ft. hospital or similar facility (with 24/7 use); (2) approximately 510,000 sq. ft. of medical, support office, and clinic buildings; (3) an approximately 60,000 sq. ft. Central Utility Plant (CUP); (4) surface and structured parking providing approximately 3,200 spaces; (5) internal privately-owned roads; and (6) green spaces. Based on the illustrative plan, excluding rooftop and penthouse structures, the heights for the buildings would range from approximately 90 feet to 230 feet. Although the KP Medical Center would not be a trauma center, it would include a helistop to provide non-emergency patient transport. There would be no publicly-owned internal vehicular roads on the KP Medical Center and any existing public roads on the site would be eliminated. Because the site is vacant, no existing structures would be demolished in connection the construction of the KP Medical Center.



SOURCE: Kimley-Horn, 2016; Lionakis, 2016; AECOM, 2016; ESA, 2016

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Figure 2-23

Kaiser Permanente Medical Center Site

Phase 1

Phase 1 of the KP Medical Center project would be comprised of the new hospital building, an adjacent hospital support building (HSB), and a parking structure. In addition, a CUP and a helistop for use in the transport of patients would be constructed during Phase One. Phase One is anticipated to begin construction in 2018 and be open to the public in 2022. See **Figure 2-24**, Illustrative Site Plan: KP Medical Center – Phase I for an illustrative depiction of the planned features of Phase 1 of the KP Medical Center.

Hospital

The new hospital building would be comprised of an approximately 658,000 sf in-patient hospital shown on the illustrative plan to be located centrally on the portion of the KP Medical Center site bounded by Railyards Boulevard and South Park Street, roughly between the alignments of Huntington Street and Stanford Street. The illustrative site plan indicates that the hospital would include a three to four-level base (approximately 42 to 64 feet above grade) that would feature the hospital entry on the west and the emergency room and related facilities on the north, with a main hospital tower rising up to 14 stories in the center of the block, to a maximum height of approximately 230 feet.

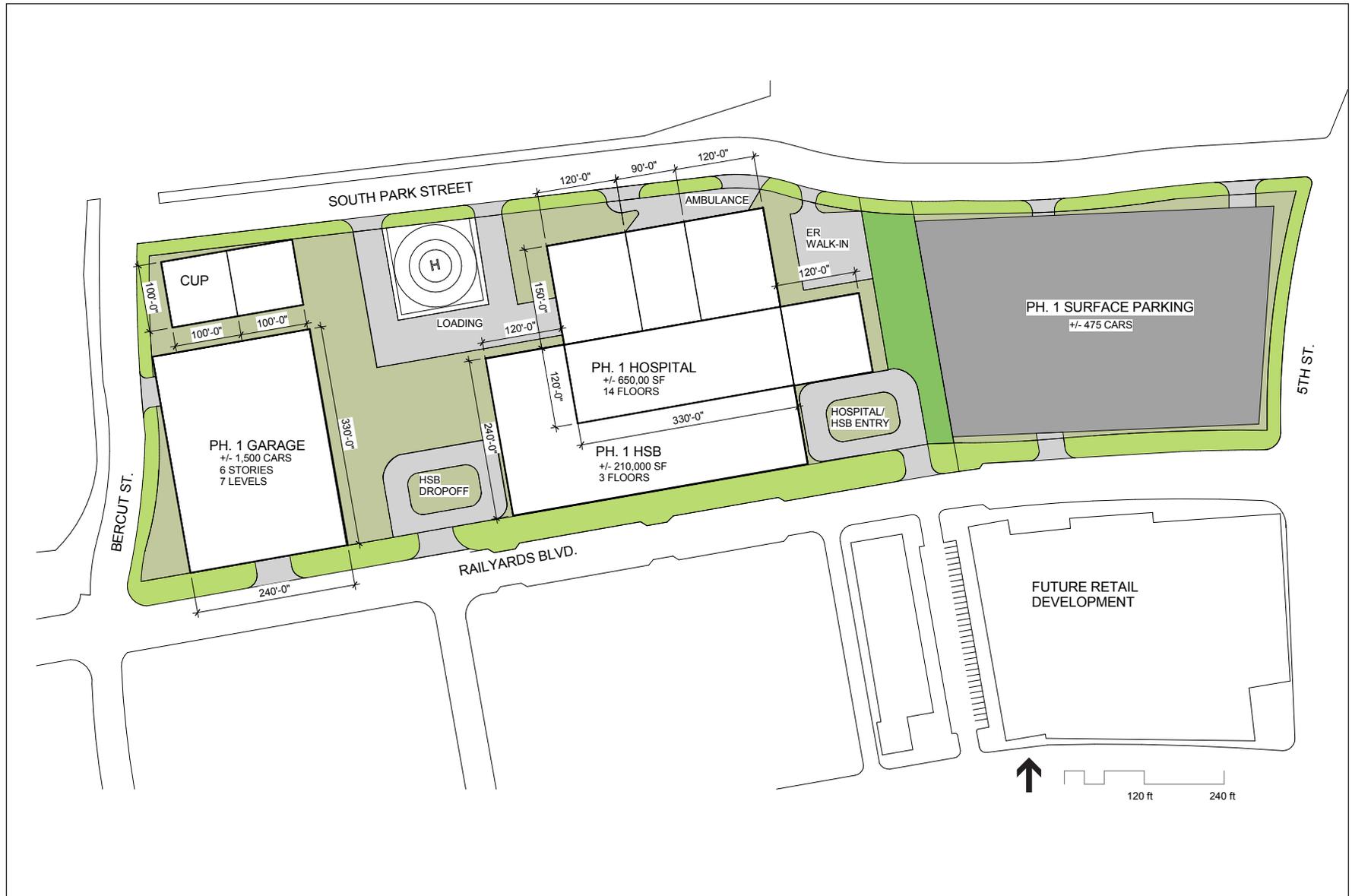
During Phase 1, the entire approximately 658,000 sf hospital building would be constructed. Fully occupied, the hospital would have the capacity for approximately 420 in-patient beds.

Upon opening, it is expected that the hospital would provide a total of approximately 252 in-patient beds, 48 emergency bays, 12 operating rooms, and 8 additional procedure rooms. Initially, only the first ten floors (approximately 500,000 sf) would be occupied; the remaining floors would be built, but left unfinished (“shelled”), to be to be commissioned and occupied on an incremental basis, as needed to meet the demands from Kaiser members.

As noted above, during the hospital would be constructed to its full 658,000 sf physical space. After opening, incremental expansion would occur into the shelled space on floors 11 through 14 would accommodate approximately 72 additional intensive care/critical care beds and 96 medical/surgical acute care beds, as well as relatively minor expansions into shell space on some of the floors 1, 2, and 5.

As currently envisioned, the hospital would include the following suite of potential uses on the 14 floors of the hospital building:

- Floor 1: Admitting, cafeteria, emergency department, gift shop, food and nutritional services, environmental services, conference rooms, imaging, loading dock, linen services, morgue, security, supply rooms, and staff locker rooms;
- Floor 2: Surgical operating rooms, interventional radiology, recovery rooms, procedure suites, anesthesia offices, and sterile processing;



SOURCE: LIONAKIS 2016

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Figure 2-24
 Illustrative Site Plan: KP Medical Center - Phase 1

Floor 3: Labor and delivery (12 beds), newborn nursery (6 bassinets), perinatal services (24 beds);

Floor 4: Mechanical;

Floor 5: Clinical laboratories and blood bank, pathology labs, pharmacy, rehabilitation therapy, respiratory care, communications, and hospital based physician offices;

Floor 6: 36 Intensive care/critical care beds;

Floor 7: 36 Intensive care/critical care beds;

Floor 8: 48 Medical/surgical acute care beds;

Floor 9: 48 Medical/surgical acute care beds;

Floor 10: 48 Medical/surgical acute care beds;

Floor 11: 48 Medical/surgical acute care beds;

Floor 12: 48 Medical/surgical acute care beds;

Floor 13: 36 Intensive care/critical care beds; and

Floor 14: 36 Intensive care/critical care beds.

Hospital Support Building

As shown on the illustrative site plan, on the south, facing Railyards Boulevard, and on the west, the hospital tower would be flanked by an attached Hospital Support Building (HSB). The approximately 210,000 sf, three-to-four level HSB would include physician offices, laboratories, clinical treatment facilities, ambulatory surgical facilities, and other similar facilities that are related to, but not functionally part of, the main hospital. The proximity of these two structures would provide ease of access for patients, medical professionals, and families who need to move between buildings. Based on the illustrative site plan, the HSB would largely front Railyards Boulevard, and would rise to a height of approximately 48 to 64 feet.

Helistop

The KP Medical Center would include a helistop that would provide for rapid transport of patients to and from the proposed KP Medical Center. The proposed KP Medical Center would not be a Level 1 Trauma Center; rather, helicopter use of the helistop would be for non-emergency transfer of patients who, for medical reasons, are most appropriately moved to or from the proposed KP Medical Center to another acute care facility through the air rather than via traditional vehicular ambulances. This can typically reduce materially the amount of time in transport which can be advantageous for certain patients. It is anticipated that the helistop would

typically experience 2 to 6 operations (landings and takeoffs) per week. Although not prohibited, because the helistop would not be used for emergency transport, it is expected that the vast majority of helistop operations would take place during the day and that nighttime operations would be infrequent.

The illustrative site plan indicates two potential locations for the proposed KP Medical Center helistop: (1) an approximately 150-foot by 150-foot ground-level helistop immediately west of the hospital building and south of South Park Street; or (2) a helistop on the roof of the hospital building.

Central Utility Plant

Phase 1 of the proposed KP Medical Center would also include construction of a 60,000 sf CUP, which would include boilers and chillers which, in turn, would provide steam and chilled water to heat and cool the proposed buildings. If located on the ground level, the proposed CUP would be constructed on an approximately 20,000 sf site, generally located in the illustrative site plan near the southeast corner of South Park Street and Bercut Drive (see Figure 2-24). The proposed CUP would include up to approximately 10 boilers, 8 chillers, a tank farm, a cooling tower, emergency backup generators and related power equipment, staff offices and control rooms, storage, and other rooms. The buildings would be landscaped.

The proposed CUP tank farm would include tanks for the storage of several gaseous chemicals that would be stored under pressure; some would be stored as a gas and some in a liquid state. The chemicals that would be stored on-site include liquid oxygen, compressed carbon dioxide gas, liquid nitrogen, and nitrogen oxide gas. In addition, the CUP could include an above-ground, approximately 54,000 gallon, diesel storage tank that would support emergency backup generators. Other chemicals would be stored and used at the CUP for the operations and maintenance of the CUP. Although the CUP has not yet been designed, based on review of hazardous materials stored and/or used at a comparable Kaiser facility, a list of chemicals that can be expected to be stored and used at the CUP is presented in **Table 2-5**.

Parking

Parking during Phase 1 would be provided by a parking garage shown on the illustrative site plan to be located at the western end of the KP Medical Center campus and a paved parking lot on the eastern end (see Figure 2-24).

The illustrative site plan identifies that the Phase 1 Parking Garage would be located on an approximately 1.8-acre footprint on the western end of the KP Medical Center project site, near the intersection of Railyards Boulevard and Bercut Drive, immediately south of the CUP, and approximately 200 feet west of the main entrance to the HSB. The illustrative site plan indicates that the structure would include approximately 7 levels and would be 6 stories above grade (approximately 70 feet in height). The Phase 1 Parking Garage would provide approximately 1,500 parking spaces and would be intended to be used by hospital staff, patients, families, and visitors to the hospital and/or HSB.

**TABLE 2-5.
CHEMICALS POTENTIALLY STORED AND USED
AT KP MEDICAL CENTER CENTRAL UTILITY PLANT**

Chemical	Physical State
Acetylene	Gas
Compressed Carbon Dioxide	Gas
Compressed Nitrogen	Gas
Compressed Nitrous Oxide	Gas
Corrosion Inhibitor FM 12L	Liquid
Diesel Fuel	Liquid
Envirotemp Transformer Fluid FR 3	Liquid
Gasoline	Liquid
Hydraulic Oil	Liquid
Liquid Oxygen	Liquid
Non Oxidizing Biocide FM 310	Liquid
Oxidizing Biocide FM3340	Liquid
Oxygen Scvenger Sodium Sulfite FM 1160	Liquid
Paint Thinner	Liquid
Scale/Corrosion Inhibitor FM 2010Z	Liquid
System Condensate Steamline Neutralizing Amin FM 4425	Liquid
System Scale/Corrosion Inhibitor FM 1123	Liquid
Thermal Fluid (Hydrotreated Mineral Oil)	Liquid

Source: Kaiser Permanente, Westside Central Utility Plant Hazardous Materials Identification System Spreadsheet, 2015.

The illustrative site plan indicates an approximately 450-space Phase 1 Parking Lot located on an approximately 2.5-acre footprint near the intersection of 5th Street and South Park Street, approximately 150 feet east of the main hospital entrance. As shown, vehicular ingress and egress would be provided from Railyards Boulevard and South Park Street.

Circulation

All of the key circulation elements of the KP Medical Center campus would be constructed as part of Phase 1. Primary vehicular entries would be provided from Railyards Boulevard. The illustrative site plan indicates that the eastern entrance, which would provide drop-off access to the hospital main entry, would be on Railyards Boulevard immediately north of Stanford Street, and that the western entrance that would provide vehicular access to the main entry to the HSB, as well as to a Phase 1 parking lot, would be from Railyards Boulevard immediately north of Huntington Street.

The illustrative site plan also indicates that vehicular access would be provided from South Park Street, which forms the northern boundary of the KP Medical Center site. North and west of the hospital building there would be vehicular access points for a small parking lot that would provide parking for emergency room walk-in patients. Further to the east would be ingress and egress for

ambulances and other emergency vehicles approaching the emergency room. Farther west, on either side of the ground-level helistop location, would be access for loading and service vehicles.

Open Space

A variety of landscaped areas and open spaces would be provided in and around the KP Medical Center. Most notably, a dedicated open space greenway would bisect the campus in a north-south alignment, connecting Stanford Street south of Railyards Boulevard to Vista Park, north of South Park Street. The greenway would be an urban park, designed to contribute to and support the healing environment of the KP Medical Center. Vehicle traffic would not be permitted within the park. The park would be designed to maximize adaptability, allowing for a variety of activities from solitary respite to group socialization. The park would provide a flexible framework to accommodate weekly farmers markets. Key design features would include:

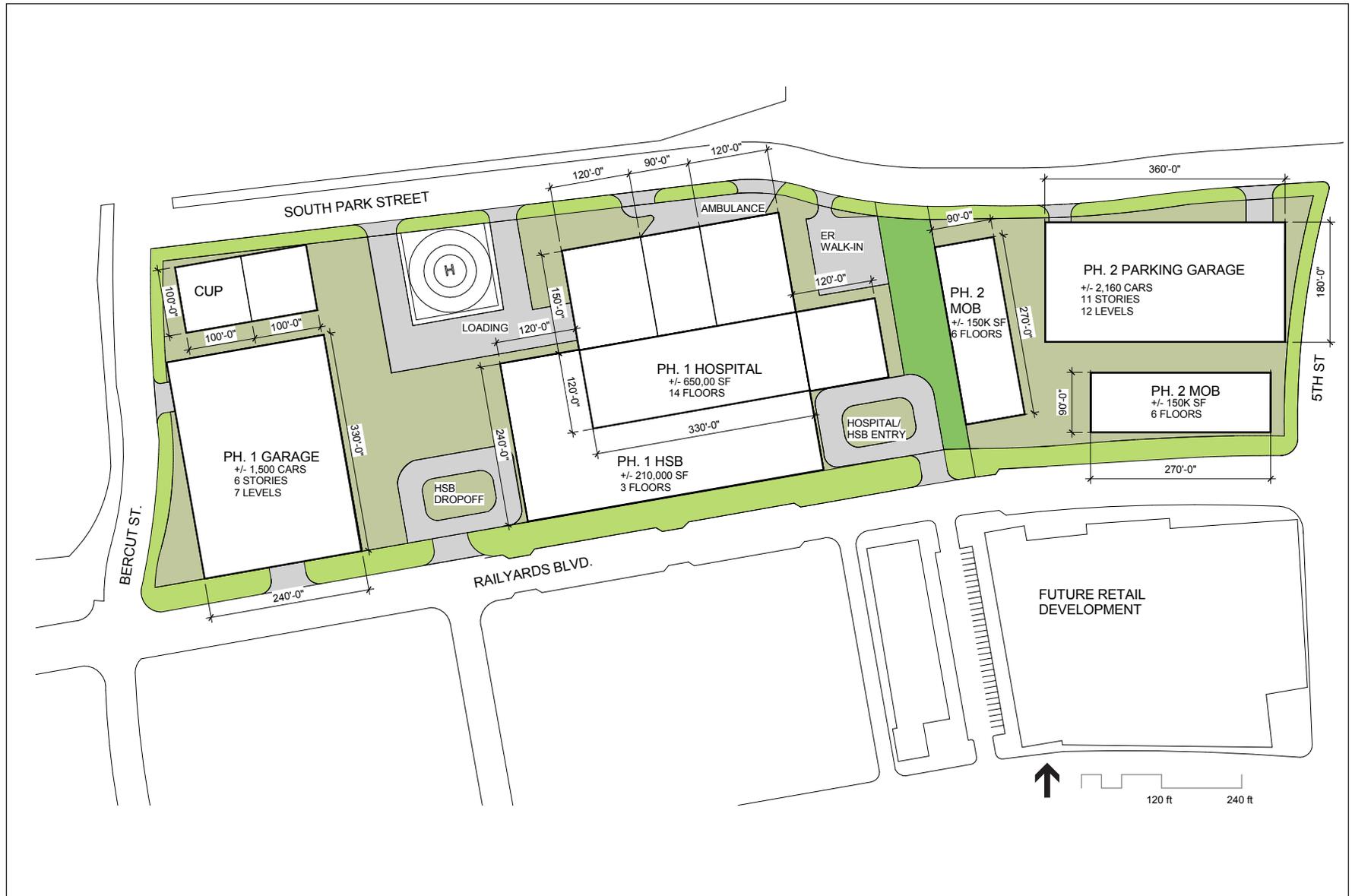
- Connection to the community – draw the local community and visitors into the park;
- Planned and built for adequate pedestrian circulation both on campus and to Vista Park;
- Public art – such as sculpture, lighting, and fountains;
- Site furniture to provide comfort and respite;
- Shaded and sun filtered areas for the warmer summer months;
- Landscape to provide human scale, enhance connectivity and cohesiveness across the campus;
- Lighting to improve way finding and to encourage evening use and promote a safe and secure environment; and
- Low maintenance and sustainable design.

Phase 2

Phase 2 would involve the addition of new buildings on the KP Medical Center campus (see **Figure 2-25**, Illustrative Site Plan: KP Medical Center – Phase 2). Phase 2 is expected to be initiated no sooner than approximately 10 years after completion of Phase 1.

Medical Office Buildings

Phase 2 of the KP Medical Center would include construction and operation of two medical office buildings (MOBs) shown on the illustrative site plan to be located east of the main hospital building. As presented, the MOBs would be each approximately 150,000 sf in size, six stories, rising approximately 80 to 85 feet in height over grade. As presented on the illustrative site plan, one MOB would be constructed on a 0.6-acre site situated between the main hospital building and the future Phase 2 Parking Garage (see Figure 2-25). It would be constructed in a north-south alignment parallel to the Stanford Street open space that would run through the campus. A second MOB would be constructed on a similarly sized site located between the future Phase 2 Parking Garage and Railyards Boulevard, near its intersection with 5th Street.



SOURCE: LIONAKIS 2016

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Figure 2-25
Illustrative Site Plan: KP Medical Center - Phase 2

Phase 2 Parking Garage

Phase 2 would include the conversion of the Phase 1 Surface Parking Lot to the sites for the Phase 2 medical office buildings, described above, and a multi-story parking garage providing approximately 1,500 parking spaces. As shown on the illustrative site plan, the Phase 2 Parking Garage would sit on a portion of the site of the Phase 1 Parking Lot. The garage would be an approximately 9-level parking structure, with 8 stories above grade, rising to a height of approximately 85 feet above grade. The Phase 2 Parking Garage would be accessed from the same South Park Street vehicular entries that would serve the Phase 1 Parking Lot, but would not be accessible from Railyards Boulevard.

As part of the construction of the Phase 2 Parking Garage, it is proposed that surface parking at the KP Medical Center would be reduced from 450 spaces to 200 spaces.

Helistop

There would be no changes to the helistop as part of Phase 2 of the proposed KP Medical Center.

Central Utility Plant

During Phase 2, there would be minor changes to the interior of the CUP in order to provide energy to the Phase 2 buildings. There would be no expansion in overall space at the CUP and no change to the footprint of the structure.

Project Design Concepts and Characteristics

The proposed buildings in the KP Medical Center would be designed to be visually cohesive, with a comprehensive and consistent set of building and façade materials. The buildings would be clad in a combination of glazed and non-glazed surfaces, ranging between approximately 30% and 40% glass. As noted above, Kaiser has developed illustrative plans for the proposed KP Medical Center. Once detailed project designs have been prepared, Kaiser would seek approval of a Site Plan and Design Review permit from the City.

Lighting Concept

The proposed KP Medical Center campus would include a comprehensive system of exterior lighting for the purposes of safety, security, and nighttime visibility. In addition, interior building lighting will be visible at night through windows and other glazed surfaces. The exterior system will include lighting of roads, parking lots and garages, pedestrian walkways and entries, exterior stairs, ramps, and handicap lifts. **Table 2-6** provides an overview of the lighting parameters established for the proposed KP Medical Center.

Lighting will range in intensity based on the purpose. Road lighting will be less intense, with an average horizontal foot candle of 0.25.⁸ Lighting of pedestrian walkways will be more intense (an

⁸ One foot candle is equivalent to one lumen per square foot

**TABLE 2-6.
KP MEDICAL CENTER
PRELIMINARY LIGHTING PLAN**

Task/Area	Type of Light	Lamp Source¹	Mounting Height	Options	Average Horizontal Foot Candles	Average Vertical Foot Candles
Roadway	Pole Mounted	LED, HID, or Induction	25-35 ft	Via Photocell	0.25	0.10
Open Parking Lot	Pole Mounted	LED, HID, or Induction	20-30 ft	Via Occupancy Sensor, Photocell, or Time Clock	1.50	0.75
Parking Garage (Enclosed Structure)	Surface Mount	LED, HID, Fluorescent or Induction	Surface	Via Time Clock and Daylight Harvesting	5.00	1.75
Parking Garage (Top of Structure)	Pole Mounted	LED, HID, or Induction	15-25 ft	Via Occupancy Sensors, Photocell, or Time Clock	1.50	0.75
Pedestrian Walkway (Uncovered)	Pole or Bollard Mounted	LED, HID, Fluorescent, or Induction	10-15 ft	Via Occupancy Sensors, Photocell or Time Clock	1.25	0.75
Pedestrian Walkway (covered)	Bollard or Surface of Covered Walkway	LED, HID, Fluorescent, or Induction	Bollard: 3-4 ft Covered Walkway: Surface	Via Photocell and/or time Clock	1.50	0,75
Exterior Stairs (Uncovered)	Pole, Bollard or Stair/Aisle Mounted	LED	Pole: 10-15 ft Bollard: 3-4 ft Stair/Aisle: Recessed in Stair	Via Occupancy Sensors, Photocell or Time Close	6.00	3.00
Exterior Stairs (Covered)	Mounted on Surface of Covered Walkway	LED, HID, Fluorescent, or Induction	Surface	Via Occupancy Sensors, Photocell or Time Close	6.00	3.00
Exterior Ramps/Handicap Lifts	Pole, Bollard, or Stair/Aisle	LED, HID, Fluorescent or Induction	Pole: 10-15 ft Bollard: 3-4 ft Stair/Aisle: Recessed in Stair	Via Photocell and/or Time clock	7.00	6.00

NOTES:

1. A variety of light sources will be used at the KP Medical Center, and will be selected based on the particular location and situation. LED is "light emitting diode," which emit light when a diode is connected to an electrical circuit and are more efficient and long lasting than traditional light bulbs. HID is "high intensity discharge" lights in which the filament is replaced with a capsule of gas containing two electrodes; the light is more intense and uses less power than a halogen lamp. A "fluorescent" lamp is a low pressure mercury-vapor gas-discharge lamp that uses fluorescence to produce visible light, and produces light more efficiently than an incandescent lamp. "Induction" lamps are like fluorescent lamps but do not include an electrode and are longer lasting than fluorescent lamps.

Source: Lionakis, 2015.

average of approximately 1.25 to 1.50 horizontal foot candles), and exterior stairs, ramps/lifts, and parking garages will be the most intense (an average of approximately 5.00 to 7.00 horizontal foot candles).

The exterior lighting plan would position lights in manner to reduce light pollution/sky-glow. All lights mounted to a pole/base/pedestal with an overall height 12 feet or greater would be full cut-off light distribution, with those mounted below 12 feet as semi cut-off distribution. Wall mounted lights would not be mounted more than 15 feet above finished floor, and would have a full cut-off distribution. Lights mounted to walkway canopies would not distribute visible light above the visible canopy and each light would be limited to no more than 5,000 lumens.

All exterior lighting would be controlled by either a photocell or an astronomical time clock, with use of both recommended. In certain areas, weather-proof occupancy sensors, as required by California Title 24, would bring levels down to 70% and below when the space is vacant.

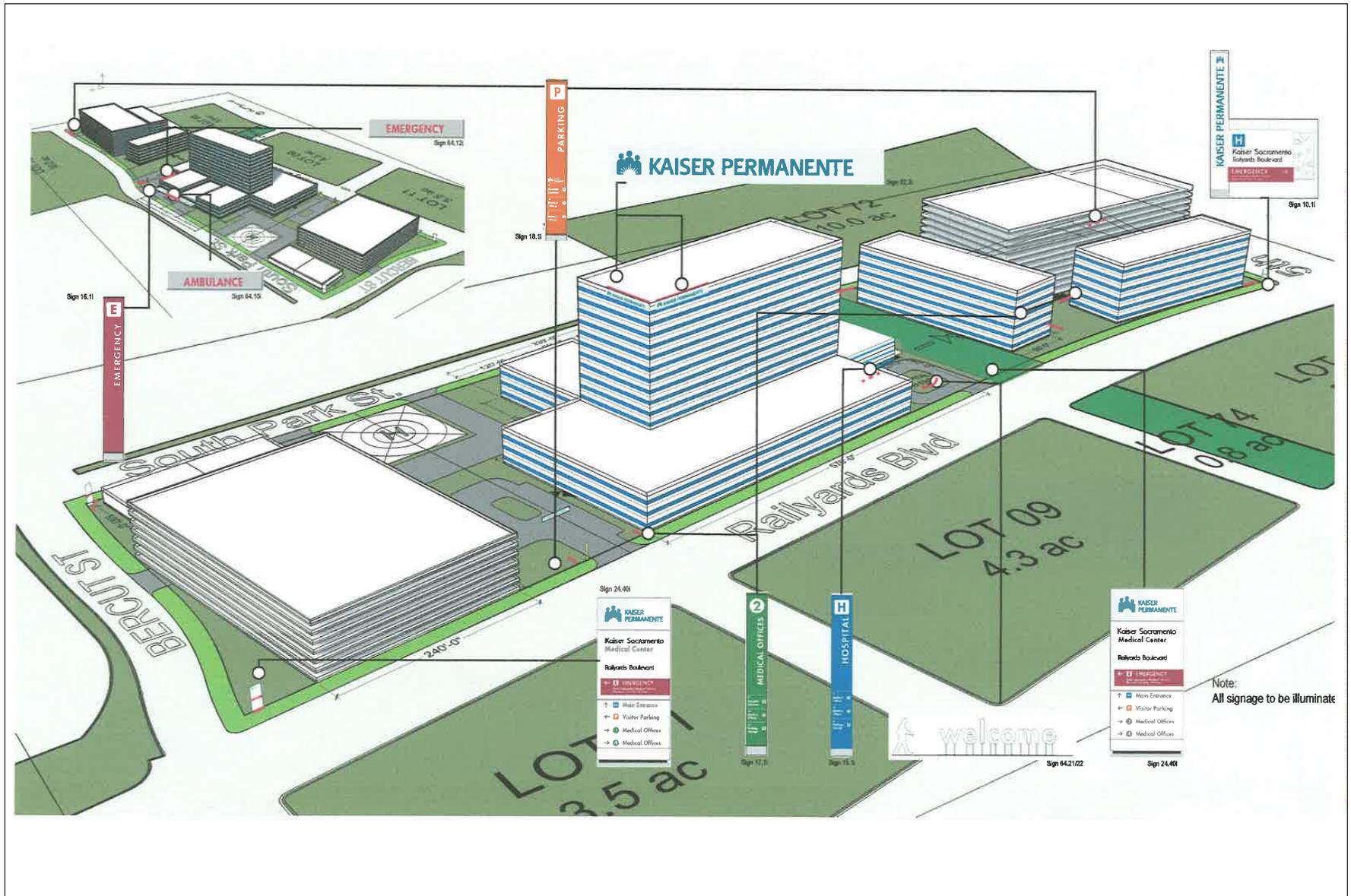
Signage Concept

The proposed KP Medical Center would include a comprehensive signage program intended to identify the presence of the medical campus to passers-by on I-5 and other major roadways, to orient drivers and others who approach the medical center on the local roadways in the RSP Area, and to assist patients, staff, and other visitors who are walking in and around the medical center (see **Figure 2-26**, Illustrative Site Plan: KP Medical Center Signage Locations). Signage would include illuminated landmark signage on the top floor of the hospital structure (“Kaiser Permanente” letters approximately six feet in height), monument signage at major street corners (e.g., a 12-foot wide, 20-foot high sign at the Railyards Boulevard and 5th Street intersection identifying the KP Medical Center with direction arrow to Emergency), 20-foot high pylon signs at building entrances and at key locations for wayfinding, a four-foot “Welcome” sign at the main hospital entrance from Railyards Boulevard, signs that indicate the location of the emergency department, and numerous small wayfinding and orientation signage around the campus.

Employment

As described above, Kaiser currently operates a full acute care hospital and medical center at its existing Morse Avenue Sacramento Medical Center. The Morse Avenue facility currently employs approximately 3,280 staff, including physicians and other service providers, administrators, and other staff involved in operation and maintenance of the hospital and associated facilities. These staff will be transferred to the proposed KP Medical Center in the Railyards.

Based on employment densities estimated for other recently constructed Kaiser Permanente medical centers in northern California, it is estimated that the future Kaiser Permanente Railyards Medical Center would employ up to a total of 4,465 staff, an increase of approximately 1,185 over existing employment levels at the Morse Avenue facility.



SOURCE: LIONAKIS 2016

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Figure 2-26
Illustrative Site Plan: KP Medical Center Signage Locations

Site Access and Circulation

General Vehicular Circulation

Based on the illustrative site plans provided by the project applicant, the primary vehicular access to the KP Medical Center would be located on Railyards Boulevard and South Park Street.⁹ The main entrances to the Hospital and the HSB, along with the Phase 1 Parking Lot/Phase 2 Parking Garage would be located on Railyards Boulevard. Vehicles travelling on South Park Street would access the Phase 1 Parking Garage, the Emergency Department, as well as the helistop and CUP. Loading and service vehicles would access the Hospital via loading docks accessible from South Park Street, just east of the helistop. A secondary access to the Phase 2 Parking Garage would be provided on Bercut Drive. There would be no vehicular access to the proposed KP Medical Center from 5th Street.

Vehicle dropping off or picking up patients at the hospital main entrance would enter the campus from Railyards Boulevard, immediately north of Stanford Street. The entrance would be designed as a traffic circle where vehicles would drop off or pick up patients entering or exiting the hospital. No long-term parking would be provided at this location; however, some short-term parking may be provided.

Based on the illustrative site plan, the main entrance to the HSB would be located on the western end of the building. Vehicles dropping off or picking up patients at the HSB would enter from Railyards Boulevard immediately north of Huntington Street. After dropping patients off, drivers would have the option of immediately entering the Phase 1 Parking Lot/Phase 2 Parking Garage from this entry without re-entering traffic flow on Railyards Boulevard. Similarly, drivers parked in the adjacent Parking Lot/Garage could retrieve their vehicle and pick up patients departing the HSB without re-entering Railyards Boulevard's traffic flow. Alternatively, vehicles departing from the Phase 2 Parking Garage could depart from the access on Bercut Drive, about half-way between Railyards Boulevard, and South Park Street.

Emergency Response Access

As described above, the illustrative site plan depicts the hospital's emergency room and emergency services located on the north side of the hospital building facing South Park Street, with emergency vehicle ingress and egress located on South Park Street. Emergency vehicles would enter at the western entrance and pull into a covered porte-cochère where patients would be transferred immediately into the hospital's emergency department. Patients being driven to the emergency room in private vehicles would park in an emergency walk-in parking area immediately east of the hospital and would access the emergency services department via an

⁹ The description of project circulation is based on the illustrative site plan provided by the applicant and is the basis for analysis of major access points. During Site Plan and Design Review for the proposed KP Medical Center, analysis of all aspects of site circulation, including minor access points, would be undertaken based on a detailed site plan submitted for approval.

entrance on the eastern side of the building (see **Figure 2-27**, Illustrative Site Plan: Emergency Response Access).

Delivery Access

As noted above, the illustrative site plan indicates the service and delivery vehicles would access the campus from South Park Street, just east of the proposed ground-level helistop location. Up to 15 loading docks would be provided on the western edge of the hospital building.

Transit Access

It is currently anticipated that bus stops to facilitate transit access would be made available on Railyards Blvd, and/or South Park Street. Shuttle service connecting the KP Medical Center to the RT 7th/South Park Street station and potentially the Sacramento Valley Station would be considered, based on demand.

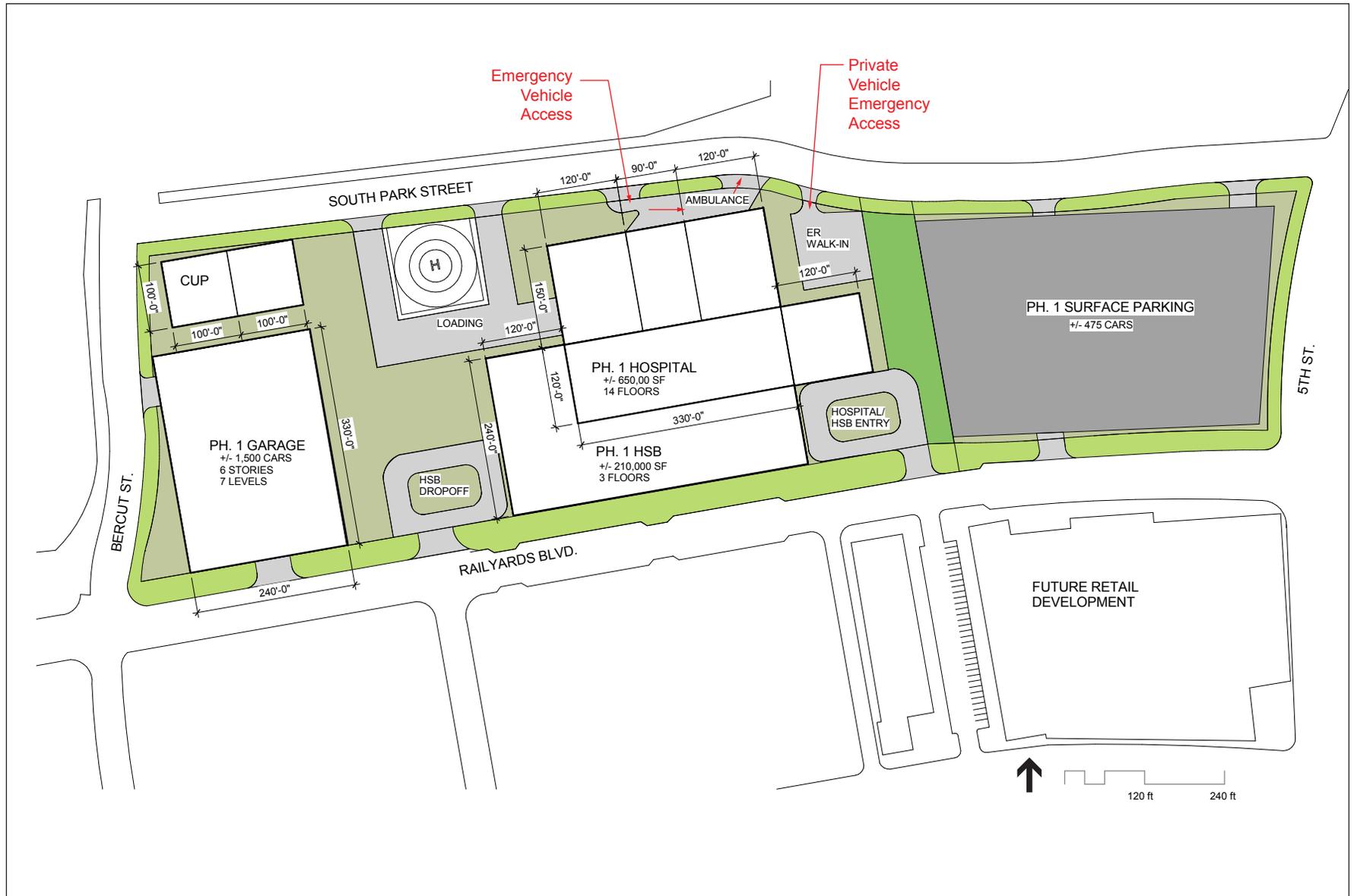
Pedestrian and Bicycle Access

The proposed KP Medical Center would include short-term and long-term bicycle parking as required by the City of Sacramento Planning and Development Code. Although specific designs have not yet been completed, it is anticipated that secure long-term bicycle parking spaces and lockers would be included in the proposed parking garages. Short-term bicycle racks would be provided proximate to entrances and exits from the proposed hospital, hospital support building, and medical office buildings.

If feasible, based on project design and space utilization, the proposed KP Medical Center may make provisions for a Bikeshare docking station, if such a program is initiated by the City/SMAQMD. A Bikeshare docking station near the KP Medical Center could be coordinated with the anticipated Bikeshare station at the Sacramento Valley Station and other potential locations in the RSP Area.

Parking

As described above, based on the illustrative site plan the proposed KP Medical Center would provide on-site vehicular parking at two sites on the campus. During Phase 1, a new 1,500-car Parking Garage would be constructed at the southwest corner of the campus, near the intersection of Railyards Blvd. and Bercut Drive, south of the CUP. The ingress and egress to and from the structure would be provided at locations on Railyards Blvd. and Bercut Drive; the entrance on Railyards Blvd. would be at a signalized intersection. The Phase 1 Parking Garage would provide primary parking for patients, staff, and visitors to the hospital and HSB; after construction of Phase 2 buildings, the Phase 1 Parking Garage would also provide parking for people destined to the two Phase 2 MOB's.



SOURCE: LIONAKIS 2016

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Figure 2-27
 Illustrative Site Plan: Emergency Response Access

The illustrative site plan shows that parking would also be provided at the east side of the campus, near 5th Street. During Phase 1, a 450-space paved Phase 1 Parking Lot would provide parking for patients, staff, and visitors with destinations at the hospital or HSB. The Parking Lot would be accessed via the ingress/egress points on Railyards Blvd and South Park Street, across from Vista Park. During Phase 2, a new approximately 1,500-space Phase 2 Parking Garage would be constructed on the site of the Phase 1 Parking Lot. The Phase 2 Parking Garage would be accessed from South Park Street, but connections from Railyards Blvd. would be eliminated as a result of construction of the Phase 2 medical office buildings. Approximately 200 surface parking spaces would remain permanently to serve the Emergency Department, Central Utility Plant, drop-offs for the Hospital, Hospital Support Building, and medical office buildings, and other uses.

Kaiser's Green and Sustainability Initiatives

The KP Medical Center would incorporate Kaiser's leading sustainable building standards and green initiatives. Kaiser serves a key role in developing nationally recognized health-based green building strategies for the health care sector. Kaiser implements a multi-tiered approach to the research, development, implementation of and ongoing improvements in energy and water conservation practices and building performance initiatives. Kaiser has voluntarily implemented many green initiatives without being mandated to do so by regulation. In addition, the hospital and CUP would meet OSHPD requirements, which include conformity with many of the CALGreen requirements, including Tier 1 water efficiency standards.

Kaiser strives to be on the cutting edge of new green technologies. As part of its commitment to green building, Kaiser would pursue LEED Silver certification or equivalent for the buildings that it develops on the Project Site. To attain this goal, Kaiser anticipates implementing many of its current green strategies in the proposed KP Medical Center. For example:

- Achievement of CALGreen Tier 1 water efficiency standards,
- PVC-free materials (such as resilient flooring, carpet and roofs),
- Low or VOC-free paints,
- CFC-free refrigerants,
- Innovative construction waste diversion programs to keep harmful materials out of landfills,
- Formaldehyde-free casework,
- Use of recycled building materials,
- High efficiency HVAC systems,
- Cogeneration electricity production and heat recovery,
- Permeable paving to reduce stormwater runoff in parking areas,

- Green roofs to reduce heat gain and reduce storm water runoff,
- Thermal fluid heaters as a high-efficient water heating source,
- Cool roofs for solar reflectivity and building cooling,
- Turf-free and indigenous native planting for low irrigation demand,
- Water conservation efforts to reduce potable and process water use,
- Enhanced commissioning,
- Access to daylight,
- Non-smoking campus, and
- Interior and exterior areas of respite and open space.

Kaiser's potential future green strategies at the proposed KP Medical Center may include use of:

- Solar power/photovoltaics,
- Electric vehicle charging stations,
- Transportation demand management,
- Fuel-cell technology,
- Displacement ventilation,
- Toxin-free furniture,
- Green cement, and
- Use of green power for construction.

Construction Activities

Construction Phasing and Duration

The construction of the KP Medical Center would take place in phases. The initial phase would include construction of the Hospital, HSB, CUP, Phase 1 Parking Garage and Phase 1 Parking Lot, as well as site landscaping and hardscape. Later phases would include construction of the Phase 2 MOBs and the Phase 2 Parking Garage.

Phase 1 would be constructed over a period of approximately 3.5 years, as described **Table 2-7**. Phase 2 would be constructed in two steps (see **Table 2-8**), first with the construction of the Phase 2 Parking Garage and MOB #1, and then with the final stage of construction of MOB #2. Each of these two stages would take place over a period of approximately 18 months.

**TABLE 2-7.
KP MEDICAL CENTER
PHASE 1 CONSTRUCTION SCHEDULE**

Phase Name	Preliminary Phase Start Date	Preliminary Phase End Date	Number of Days Per Week	Total Number of Days
Site Preparation	2-Apr-18	4-May-18	5	25
Grading	7-May-18	17-Aug-18	5	75
Building Construction	20-Aug-18	16-Jul-21	5	750
Paving	19-Jul-21	24-Sep-21	5	50
Architectural Coating	27-Sep-21	3-Dec-21	5	50
Total				950

Source: Kaiser Permanente, 2016

**TABLE 2-8.
KP MEDICAL CENTER
PHASE 2 CONSTRUCTION SCHEDULE**

Phase Name	Phase Start Date	Phase End Date	Number of Days Per Week	Total Number of Days
Site Preparation	TBD	TBD	5	10
Grading	TBD	TBD	5	30
Building Construction	TBD	TBD	5	300
Paving	TBD	TBD	5	20
Architectural Coating	TBD	TBD	5	20
Total				380

Source: Kaiser Permanente, 2016.

As noted in Tables 2-7 Kaiser has preliminarily identified dates for Phase 1 construction. These dates would be revised based the timing of City approvals, OSHPD review and approvals, funding, and other related factors.

Site Grading and Excavation

Shallow footings would be supported on prepared pads. Some excavation would be required to support the new slab on grade.

In order to address onsite soil conditions, liquefaction potential, bearing capacity, and the need to avoid cross contamination of groundwater layers, the project foundation may be require the use of driven steel piles. There is a relatively hard layer reachable by piles approximately 30 feet below the existing surface, thus the piles would be driven to at least this depth. Based on later geotechnical studies, other systems could be considered that may result in less noise and

vibration. However, for the purposes of this SEIR, it is assumed that the driving of steel piles would be required as part of the foundation construction.

Some limited construction period dewatering could be required during excavation for deeper pile caps, grade beams, and underground vaults.

Utilities

In 2014, construction of Railyards Boulevard was completed and, at that time, dry utilities were installed to up the future Huntington Street stub. Gas, electric, telephone, internet are all stubbed to that location for future extension into the KP Medical Center project site.

Project Entitlements and Approvals

The RSPU and KP Medical Center land use and environmental approvals are being processed concurrently. The City approvals required for the proposed RSPU would provide for the KP Medical Center local land use approvals, including:

- An amendment to the Railyards Specific Plan confirming all of the KP Medical Center uses and the elimination of public roads on the project site;
- A corresponding change to the Railyards SPD that would create an Hospital (H SPD) zone in which the proposed KP Medical Center uses would be allowed as permitted or conditional uses; and
- Environmental compliance.

In addition to the approvals and entitlements granted through the approval of the RSPU, the KP Medical Center is seeking a Conditional Use Permit for operation of a helistop and approval of long-term vested rights coverage through a development agreement. Subsequent actions would include Site Plan and Design Review approval for each phase of development, a CUP for the Phase 2 medical office buildings, and then later ministerial actions, including grading and/or building permits.

As required and necessary, the KP Medical Center would seek additional discretionary permits or approvals from other non-City governmental entities.

2.5.2 Major League Soccer Stadium

The proposed MLS Stadium would include the construction of an outdoor stadium intended to accommodate sporting and entertainment events. It is expected that the stadium would be initially

built with capacity for up to approximately 19,700 ticketed attendees, but over time could be expandable to accommodate up to 25,000 ticketed attendees.¹⁰

Project Location

The proposed MLS Stadium would be located on an approximately 14.7-acre parcel (proposed Lot 52) near the eastern end of the RSP Area, north of Railyards Boulevard, between 8th Street and 10th Street, and south of embankment that forms the northern boundary of the RSP Area (see **Figure 2-28**, Major League Soccer Stadium Conceptual Site Plan).

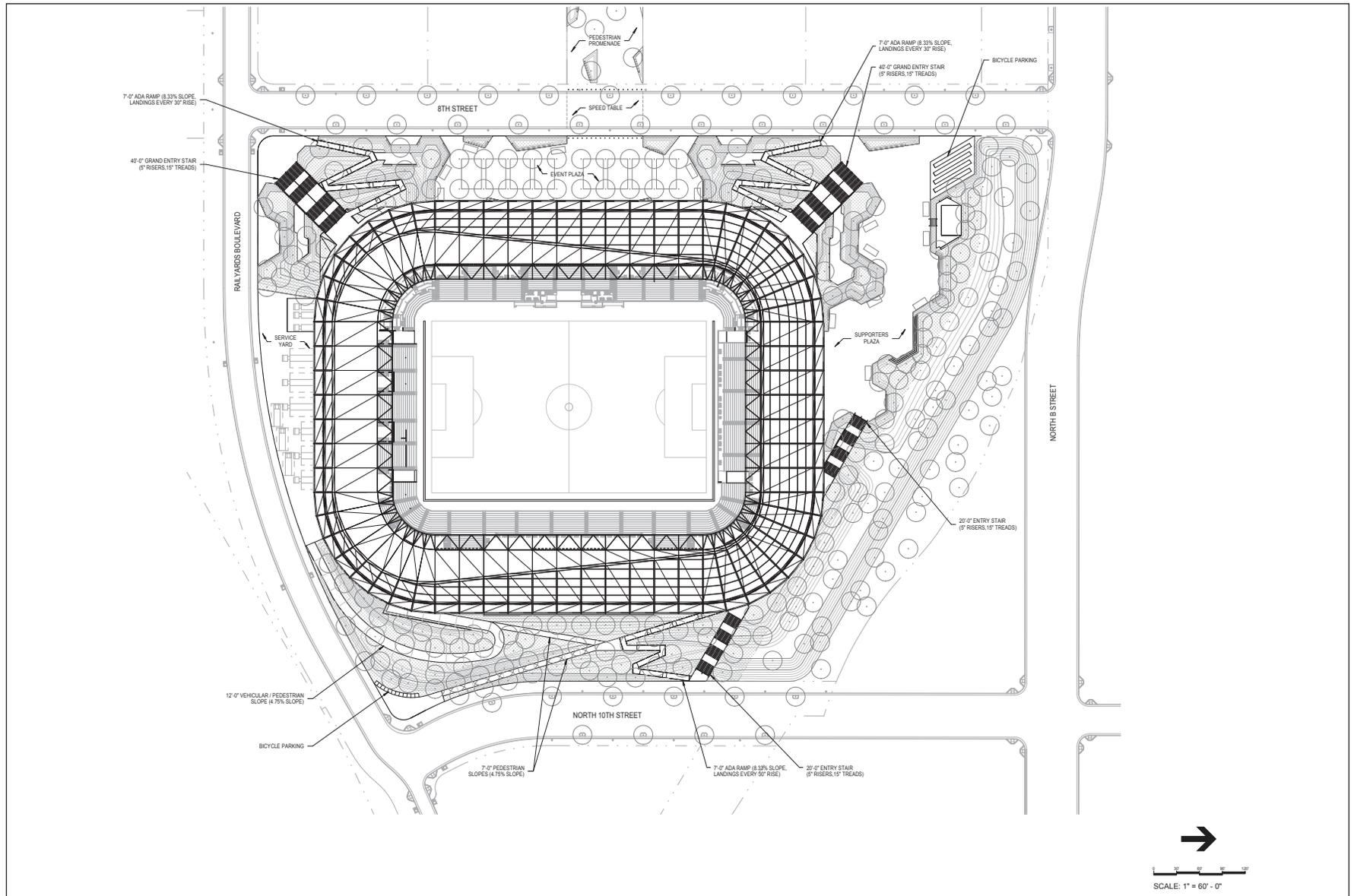
Project Elements

The seating bowl of the MLS Stadium would include general seating, standing room decks, and premium seating opportunities, including suites. The seating areas would be accessed via a concourse area that would surround the seating bowl. The Stadium would also include the following features:

- Clubs for supporters and premium ticket holders;
- A kitchen for food preparation;
- Home and visiting team locker rooms, and officials locker rooms;
- Media facilities, including press rooms, radio and television booths;
- Security facilities, including a security command center;
- First aid room;
- Stadium operations offices;
- Stadium maintenance and storage areas;
- Loading docks and other support areas;
- Ticketing areas;
- Concession and small retail stores;
- Restrooms;
- Restaurants, bars, and other food and beverage services; and
- Open space plaza areas surrounding the stadium.

Table 2-9 provides an overview of the preliminary program that has been established for the proposed MLS Stadium.

¹⁰ For the purposes of this SEIR, it has been assumed that the existing 11,500 capacity Bonney Field, located approximately four (4) miles northeast of the project site at CalExpo in the City of Sacramento, and the current home of the Sacramento Republic, United Soccer League team, may continue to operate in the future.



SOURCE: HNTB 2016

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Figure 2-28
Major League Soccer Stadium Conceptual Site Plan

**TABLE 2-9.
MLS STADIUM
PRELIMINARY PROGRAM**

Stadium Component	Example Uses	Net Square Footage
Seating and Circulation		
Seating Areas	General seating, supporters seating, standing room decks, club seating, loge box seating, suites	161,500
Circulation	Main concourse; escalators, loge bars, elevators	93,000
Field Level		
Field Club	Lounge and bar areas, concessions, restrooms, storage	11,000
Kitchen/Commissary	Food storage and preparation, offices	8,500
Team Facilities and Locker Rooms	Home team locker room; training and treatment rooms; coaches lockers; laundry facilities; storage; visiting team locker room; officials locker room, performer dressing rooms and lounges	18,000
Media Facilities	Press conference and interview rooms, workrooms, lockers	5,000
Stadium Operations, Maintenance, and Support	First aid, fire command, stadium operations offices, stadium maintenance (security guard, building maintenance office and storage, groundskeeping office and storage), loading dock, storage	13,000
Security/Police Facilities	Security command center; waiting/booking area; holding cells, storage and lockers	2,500
Main Concourse		
Concessions	Concessions, storage and service areas	17,700
Ticketing	Ticketing areas, offices, storage	1,700
Retail	Team store, satellite retail stores, office, storage	3,400
Club Space	Lounge and bar areas, concessions, restrooms, storage	14,000
Other Useable Spaces	Lobbies, restrooms, elevators	17,900
Suite and Press Level		
Suites	17 suites, outdoor party suites, lounge areas, lobbies, restrooms, storage	20,000
Media and Press Facilities	TV and radio booths, coaches/players family suite, media support rooms, press lobby, restrooms, storage	8,500

Source: Legends, 2015; Sacramento Soccer and Entertainment Holdings, 2015.

Projected Number and Schedule of Events

The proposed MLS Stadium would be a venue for a variety of sporting and entertainment events during the year. The total number of events would be affected by a number of factors, such as the success of the MLS team in reaching the playoffs, the number of touring concert acts each year, and the relative success of the stadium operators in booking events. **Table 2-10** provides an estimate of the type and number of events that could be expected during successful operation of the proposed Stadium. It is estimated that the proposed Stadium would be booked for a total of 37 event days each year, with annual attendance of approximately 748,000 persons.

**TABLE 2-10.
SACRAMENTO MLS STADIUM
ESTIMATED ANNUAL EVENT ATTENDANCE**

Event Type	Daily Attendance	Average Annual Events	Event Duration (days)	Total Days	Weekday 7:30am – 5:00pm	Weekday 5:30pm-11:30pm	Weekend	Annual Attendance
MLS Regular Season	25,000	17	1	17	0	2	15	425,000
MLS Special Game(s)	20,000	1	1	1	0	1	0	20,000
MLS Playoff Game(s)	25,000	1	1	1	0	0	1	25,000
CONCACAF/Cup Games	17,500	2	1	2	0	1	1	35,000
U.S. National Team Matches	25,000	1	1	1	0	0	1	25,000
Other Soccer Events	18,000	3	1	3	0	2	1	54,000
Concert/Cultural Event – Tier I	27,000 ¹	2	1	2	0	0	2	54,000
Concert/Cultural Event – Tier II	18,000	5	1	5	0	0	5	90,000
Community Events	4,000	5	1	5	0	3	2	20,000
Total	20,200	37		37	0	9	28	748,000

NOTE:

1. The only events anticipated to be larger than sold-out soccer games would be Tier 1 concert/cultural events involving highly popular touring acts or other large events that could attract a crowd of up to 27,000 attendees, including use of field standing or seating.

SOURCE: Sacramento Soccer and Entertainment Holdings, Inc., 2015.

Different types of events typically are presented on different days and at different times. Events at the Stadium would occur on weekday evenings or weekends. Based on past experience at other similar stadia in similar-sized markets around the country, it is estimated that the most frequent highly attended events would be MLS soccer games. For purposes of a conservative analysis, it has been assumed that those matches would be attended by full-capacity crowds with 25,000 ticketed attendees. Other matches would be attended at varying rates with playoff games and U.S. National Team matches assumed to be sellouts. Assuming an average of one playoff game in any given year, the estimates suggest that over half of the annual attendance at the proposed Stadium would be for Sacramento MLS regular season matches. Typically weekday and Saturday soccer matches would start at approximately 7:30 pm to 8:00 pm and conclude between 10:30 pm and 11:30 pm. Earlier starting times could occasionally occur, for example, due to the requirements of national broadcasts, but would be infrequent and are not reasonably predictable at this time.

Other components of the attendance profile for the Stadium would include concerts or cultural events (estimated to be seven concert/cultural events with total annual attendance of approximately 144,000) and other community events (estimated to be five events with total annual attendance of 20,000). The only events anticipated to be larger than sold-out soccer games would be Tier 1 concert/cultural events involving highly popular touring acts or other large events that could attract a crowd of up to 27,000 attendees, including use of field standing or seating. Typically concert events start at approximately 7:00 pm and conclude at approximately 11:00 pm or later. It is currently not expected that the Stadium would house any other professional sports teams.

On rare occasions certain events may be held that would exceed the ticketed capacity of the proposed Stadium. In these cases, the facility could accommodate approximately 1,000-2,000 additional attendees in standing-room-only spaces in the Main Concourse or cordoned portions of the entry plaza. The types of events that could attract such crowds would include such infrequent events as the Olympics, MLS All-Star games, a national political convention, or extremely rare major concerts. In the event that one of these infrequent events was to be planned for the proposed Stadium, the Stadium operator would coordinate with the City on event traffic management, crowd management, as well as other related event planning and any necessary permits or other approvals. Because of the infrequency of these events, they are not evaluated further in this SEIR.

Stadium Employment

Stadium employment would include permanent employment associated with the operations of the Stadium and the Sacramento MLS team, as well as temporary employment to support events throughout the year. Stadium event employment is presented in **Table 2-11**.

Permanent

The future MLS team would have 65 to 70 permanent employees, including about 30 staff who would work full time at the MLS Stadium site, including maintenance, security, and ticket sales.

**TABLE 2-11.
SACRAMENTO MLS STADIUM
ESTIMATED EVENT EMPLOYMENT**

Event Type	Daily Attendance	Police	EMT	Box Office	Ticketing	Ushers	Security	Concessions	Cleaning	Other	Total
MLS Regular Season	25,000	25	10	10	30	50	75	200	40	20	460
MLS Special Game(s)	20,000	22	10	10	25	44	65	175	35	15	401
MLS Playoff Game(s)	25,000	25	10	10	30	50	90	200	40	20	475
CONCACAF/Cup Games	17,500	30	10	10	25	44	100	175	35	15	444
U.S. National Team Matches	25,000	25	10	10	30	50	75	200	40	20	460
Other Soccer Events	18,000	30	10	10	25	44	75	175	35	15	419
Concerts - Tier I	27,000	35	14	10	35	50	100	200	45	20	509
Concerts - Tier II	18,000	25	12	10	25	44	80	175	35	20	426
Community Events	4,000	6	4	6	6	12	20	30	10	8	102

Source: Sacramento Soccer and Entertainment Holdings, Inc., 2015.

On the day of a match, about 55 staff would be at the MLS Stadium including about 15 staff associated with team operations, including players, coaches, trainers and scouts.¹¹

Temporary/Event-Related

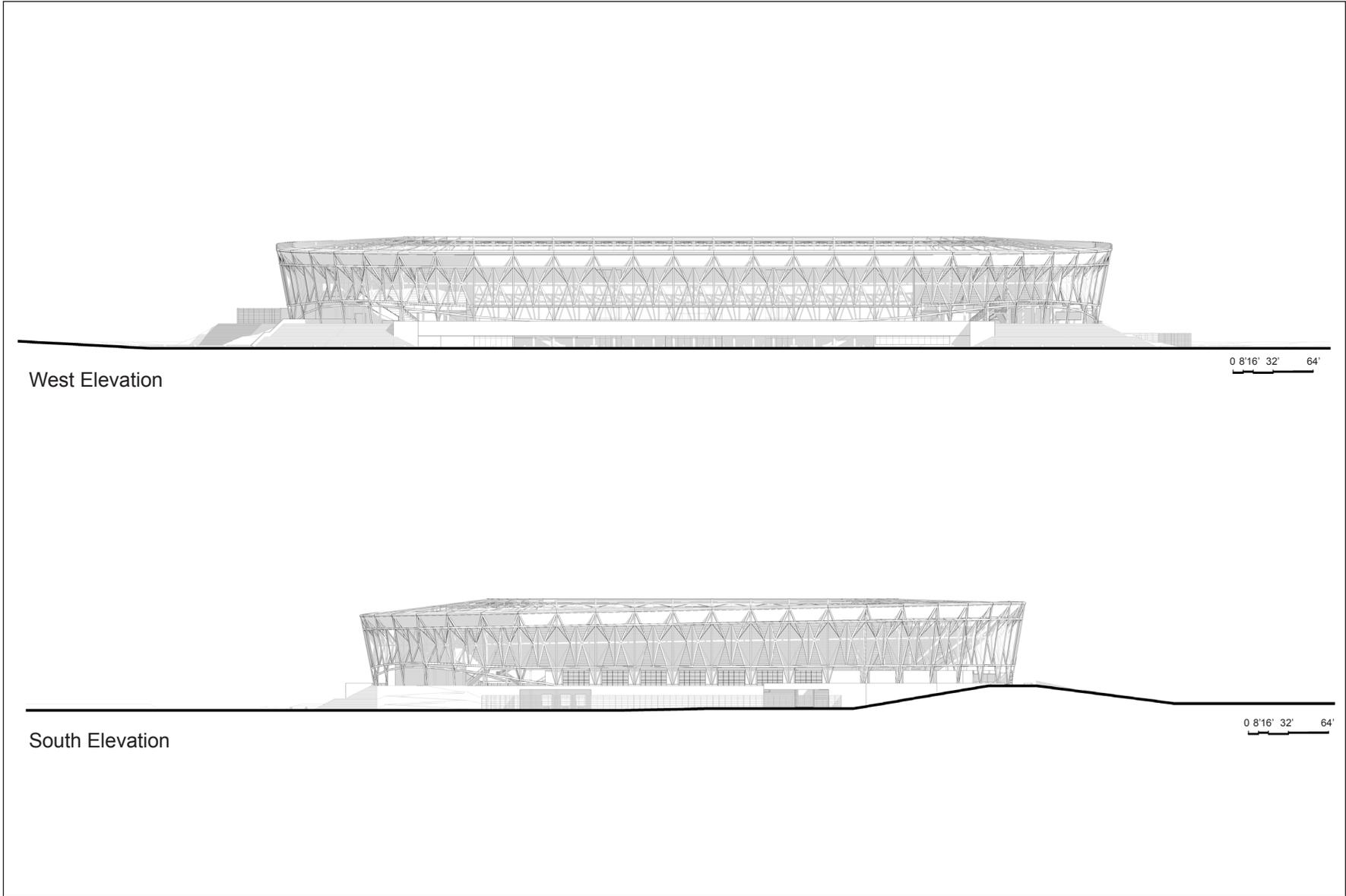
The MLS Stadium would generate numerous temporary, event-related jobs as presented in Table 2-11. To support major events at the proposed MLS Stadium, such as a MLS matches, approximately 460-475 temporary employees would be needed in a variety of jobs, including ushers, food service, ticketing, security, janitorial, and similar positions. For larger events, such as Tier I concerts, temporary event-related employment is estimated to be about 500. For medium-sized events, including MLS special games, CONCACAF/Cup matches, other soccer events or Tier II concerts, temporary event-related employment is estimated to range from approximately 400 to 450 jobs. For smaller community events, temporary event employment is estimated to be approximately 100 jobs. Depending on the nature of the event, some temporary employees would work on days leading up to the event. Event-day employees would begin to arrive several hours before an event, and depending on their jobs, some employees would remain at the MLS Stadium for several hours or longer after events.

Stadium Design

The proposed MLS Stadium would be a rectangular structure with rounded corners, approximately 645 feet in length and 515 feet in width (the roof parapets would extend an additional 15 feet on each side). A canopy roof would encircle the Stadium, providing shade and rain protection for attendees in the Stadium. The parapet of the roof of the Stadium would rise approximately 90 feet above the west entry plaza positioned at an elevation approximately equal to 8th Street (see **Figure 2-29**, Stadium West Elevation, Stadium South Elevation) with a further rise to the top of roof at 95 feet above the west entry plaza. The parapet of the roof of the Stadium would rise approximately 70 feet above the secondary east entry plaza (see **Figure 2-30**, Stadium East Elevation, North Elevation).

The primary entrances to the Stadium would be located on the west side of the structure, with a secondary entrance on the east side of the building. The proposed Stadium would have a two general admission entrances facing 8th Street and an entry plaza on the west, one general admission entrance to the east stands facing a north plaza, and an additional general admission entrance facing 10th Street on the east. There would be separate entrances for employees on the north and south sides of the Stadium, and media and VIP entrances on the west side of the Stadium from the entry plaza. A separate supporter's entrance would be located on the northwest corner of the Stadium.

¹¹ Wrigley, Ben, Conventions, Sports & Leisure International, Personal communication to Brian Boxer, ESA, December 22, 2015.

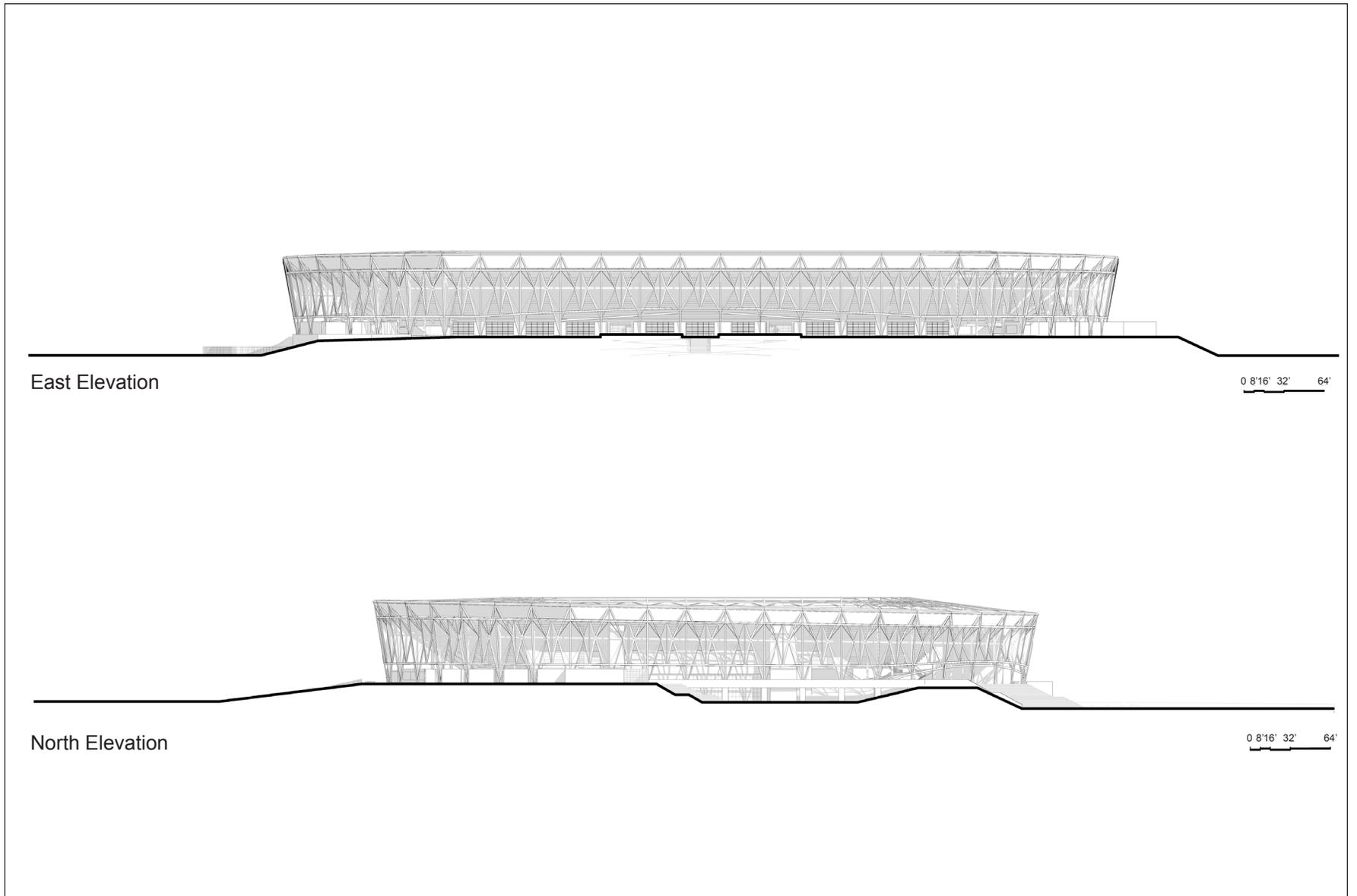


SOURCE: HNTB 2016

Sacramento Railyards Specific Plan Update . 150286

Figure 2-29

Stadium West (8th Street/Entry Plaza) Elevation, Stadium South (Railyards Boulevard) Elevation



SOURCE: HNTB 2016

Sacramento Railyards Specific Plan Update . 150286

Figure 2-30
Stadium East (10th Street) Elevation, North Elevation

The proposed MLS Stadium would be a two-level structure. The Field level would be located approximately at the planned grade of the Entry Plaza and 8th Street (see **Figure 2-31**, Stadium Longitudinal Building Sections, Transverse Building Sections). The Field level would include the soccer pitch, general and supporter seating, locker rooms, clubs and lounges, kitchens, storage, media and press facilities, a security command center and related facilities, first aid, loading docks and marshaling areas, and other operations and support facilities (see **Figure 2-32**, Stadium Field Level Plan). The Field level would include approximately 57,200 gross sf of space and open seating areas.

The Main Concourse level would be located approximately 20 feet above the Field level. The Main Concourse would include the main entrances to the Stadium, horizontal circulation space, concession spaces, a team store and other retail spaces, a VIP lobby and ticketing facilities. The Main Concourse would include approximately 63,200 gross sf of conditioned space, as well as open seating areas. The lower seating bowl would descend from the Main Concourse level to the soccer pitch on the Field level (see **Figure 2-33**, Stadium Main Concourse Level Plan), with access to the upper seating bowl via vomitories at the main concourse level.

The Suite Level would include approximately 16,600 gross sf of conditioned space, and would include a total of 16 suites, two double suites, an owner's suite, and related lobbies, lounges, restrooms and storage areas (see **Figure 2-34**, Stadium Suite Level Plan).

The Press Level would be comprised of approximately 11,600 gross sf of conditioned space, including media rooms, television and radio booths, lobbies, lounges, suites for team use, and other related facilities (see **Figure 2-35**, Stadium Press Level Plan).

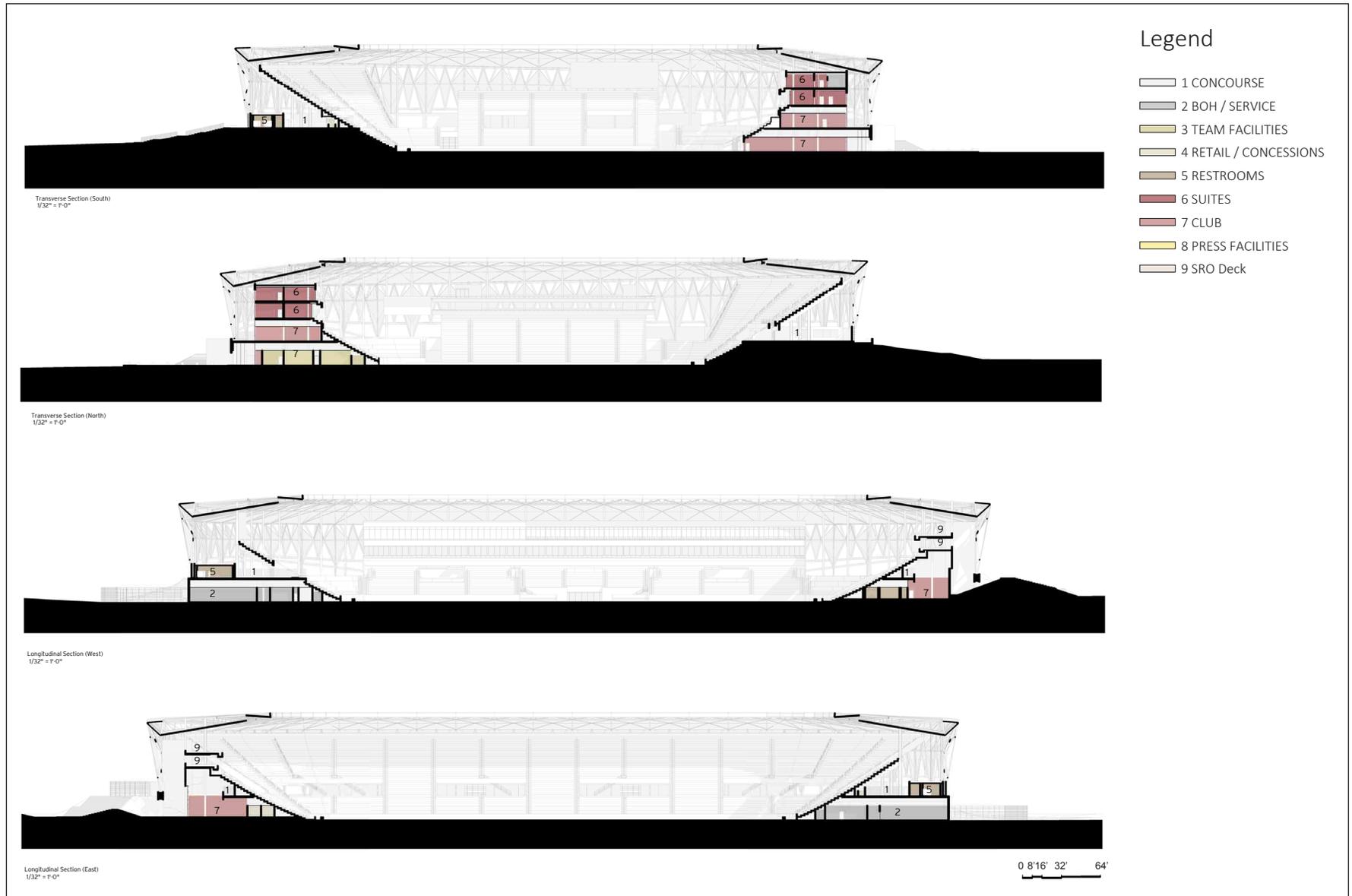
The roof of the Stadium would be made of metal deck and a transparent synthetic material, and would rise approximately an additional 5 feet above the height of the seating bowl.

Any satellite dishes would be located with the service yard at the south side of the Stadium. The number of satellite dishes and their exact placement is undetermined at this time.

The Stadium would be made of up a concrete seating bowl surrounded by an integrated façade and canopy structure comprised of a range of textures and materials, including metal, glass, fabric, and translucent synthetic panels while also providing open views into the seating and field areas. The continuous open air canopy would provide shade and rain protection. Distinctive lighting and signage would be included to accentuate the design of the building and provide nighttime viewing and visibility.

Open Space

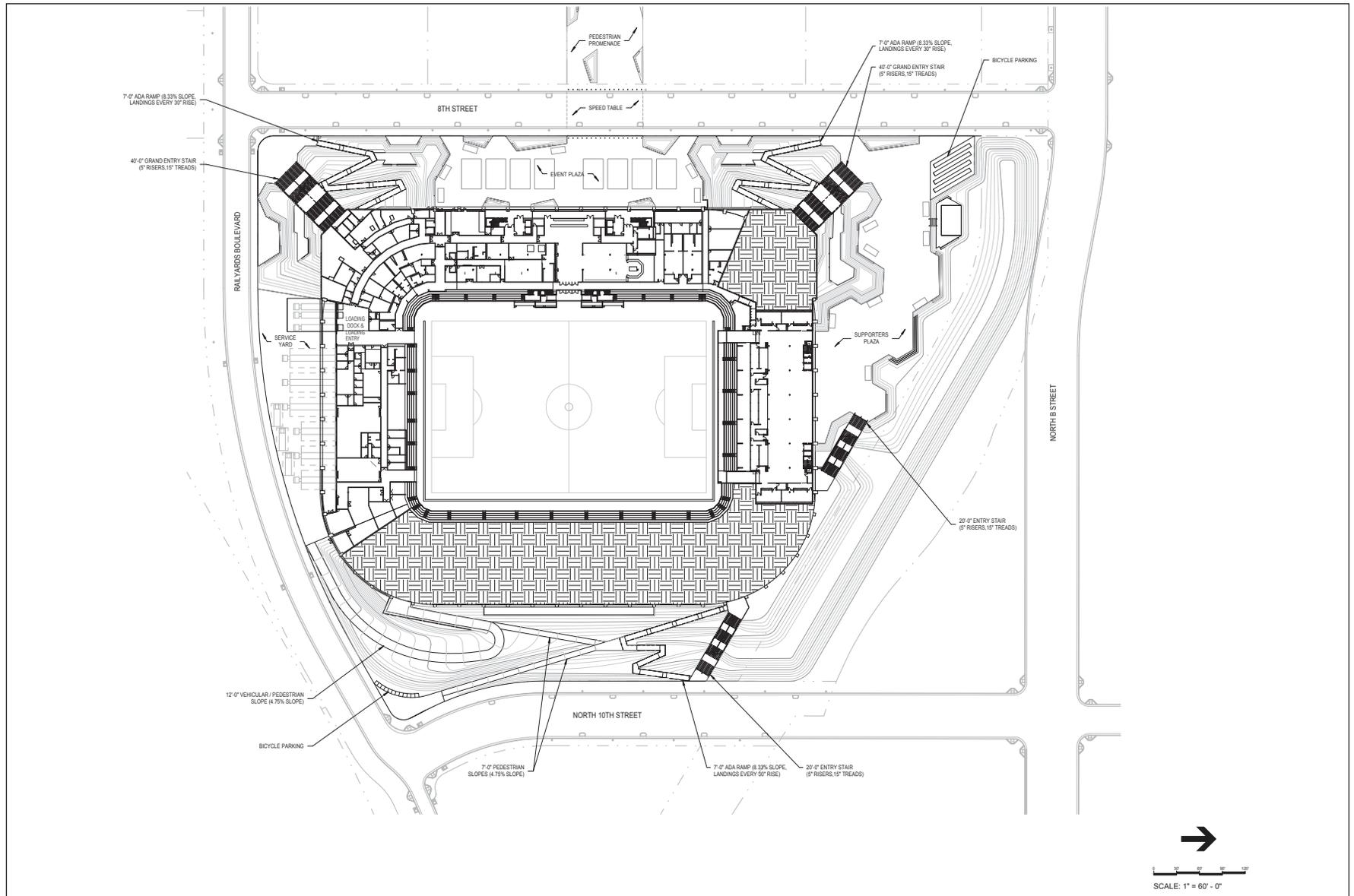
The primary entrances on the western and eastern sides of the Stadium would be accessed via open air entry plazas (see **Figure 2-36**, Stadium Plaza Plan). For visitors arriving from the north and/or west across 8th Street or from the south across Railyards Boulevard, their arrival at the Stadium would pass through the west or north entry plazas (located at approximately the same



SOURCE: HNTB 2016

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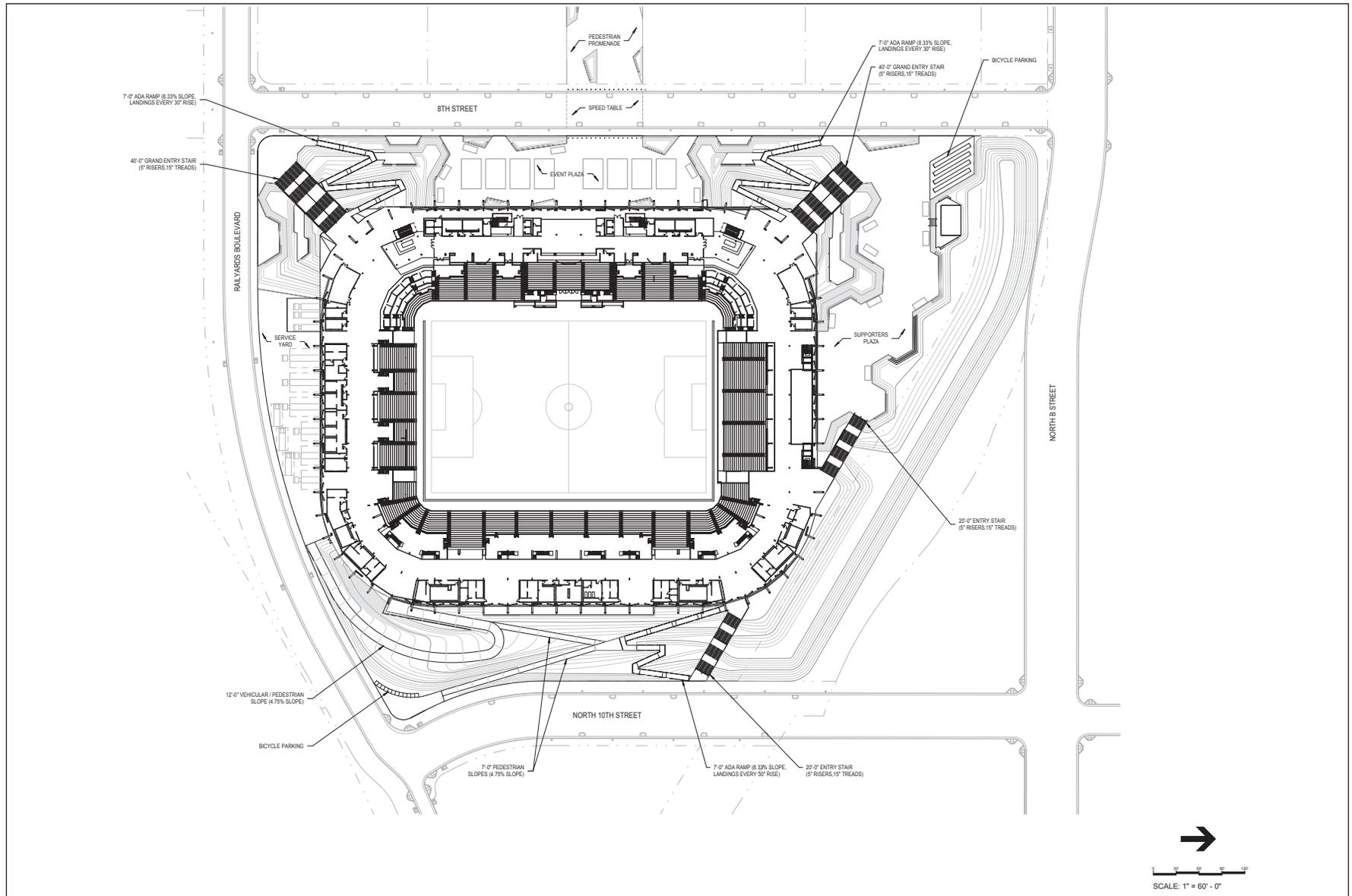
Figure 2-31
Stadium Longitudinal Building Sections, Transverse Building Sections



SOURCE: HNTB 2016

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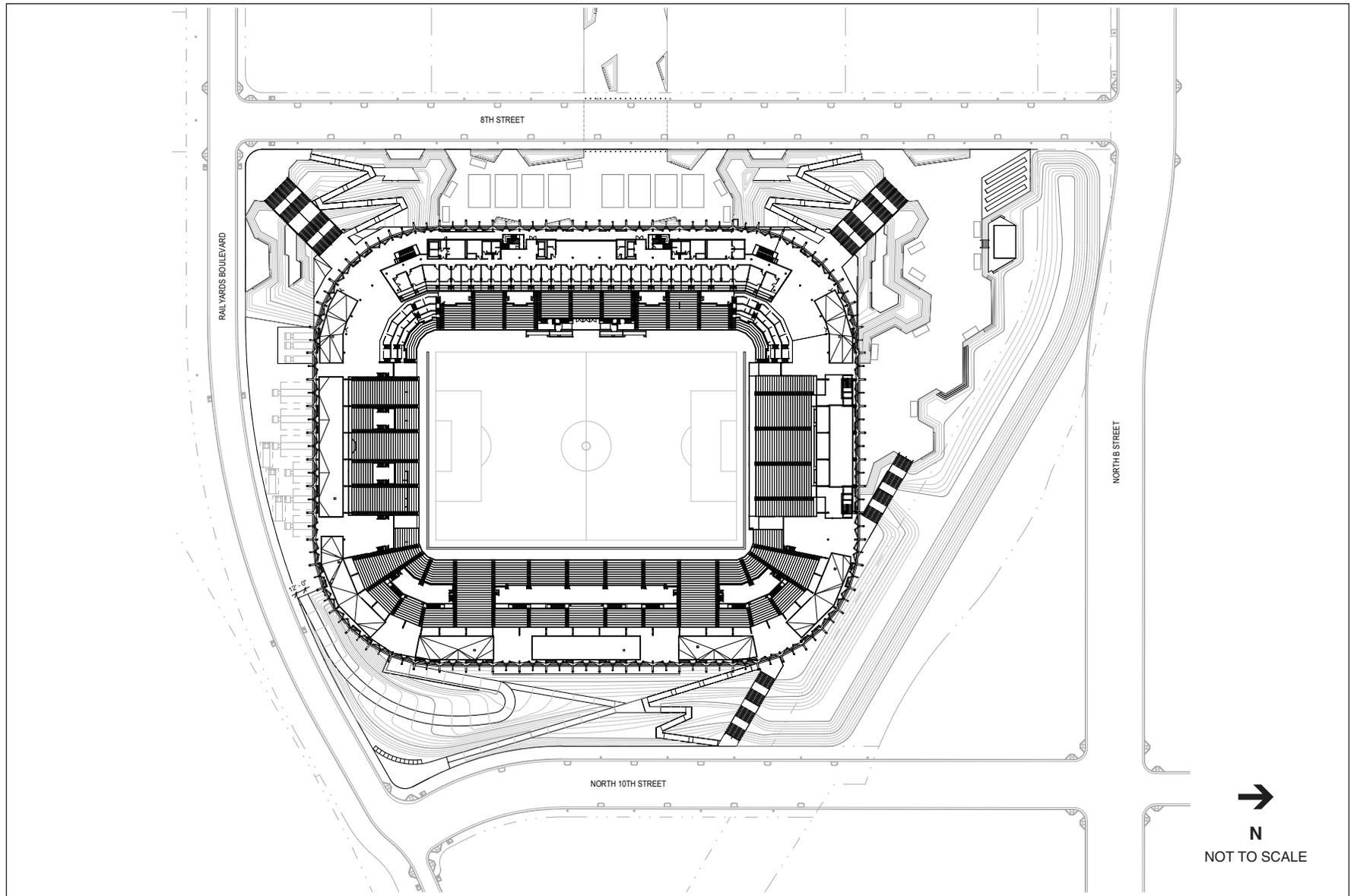
Figure 2-32
Stadium Field Level Plan



SOURCE: HNTB 2016

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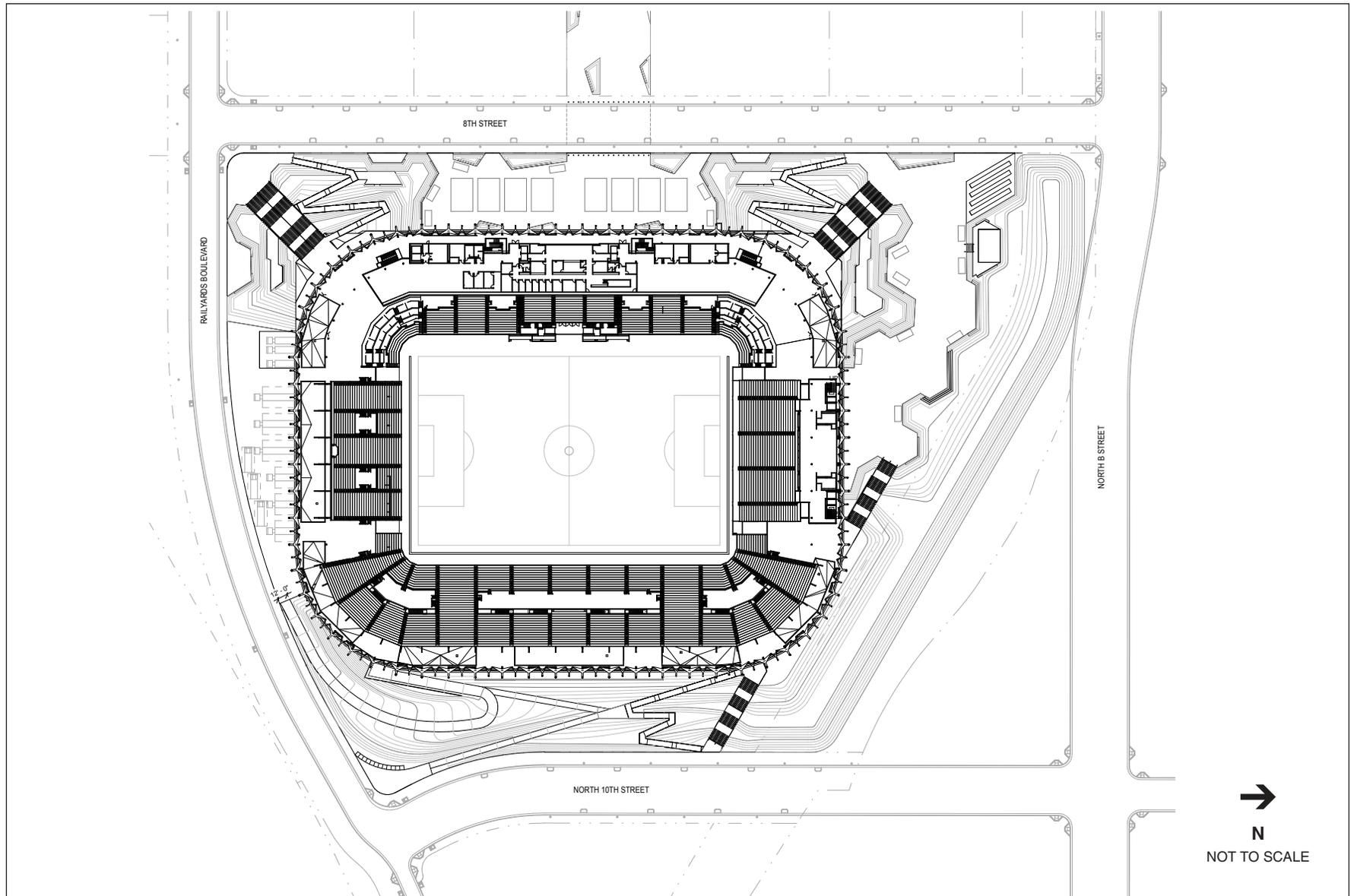
Figure 2-33
Stadium Main Concourse Level Plan



SOURCE: HNTB 2016

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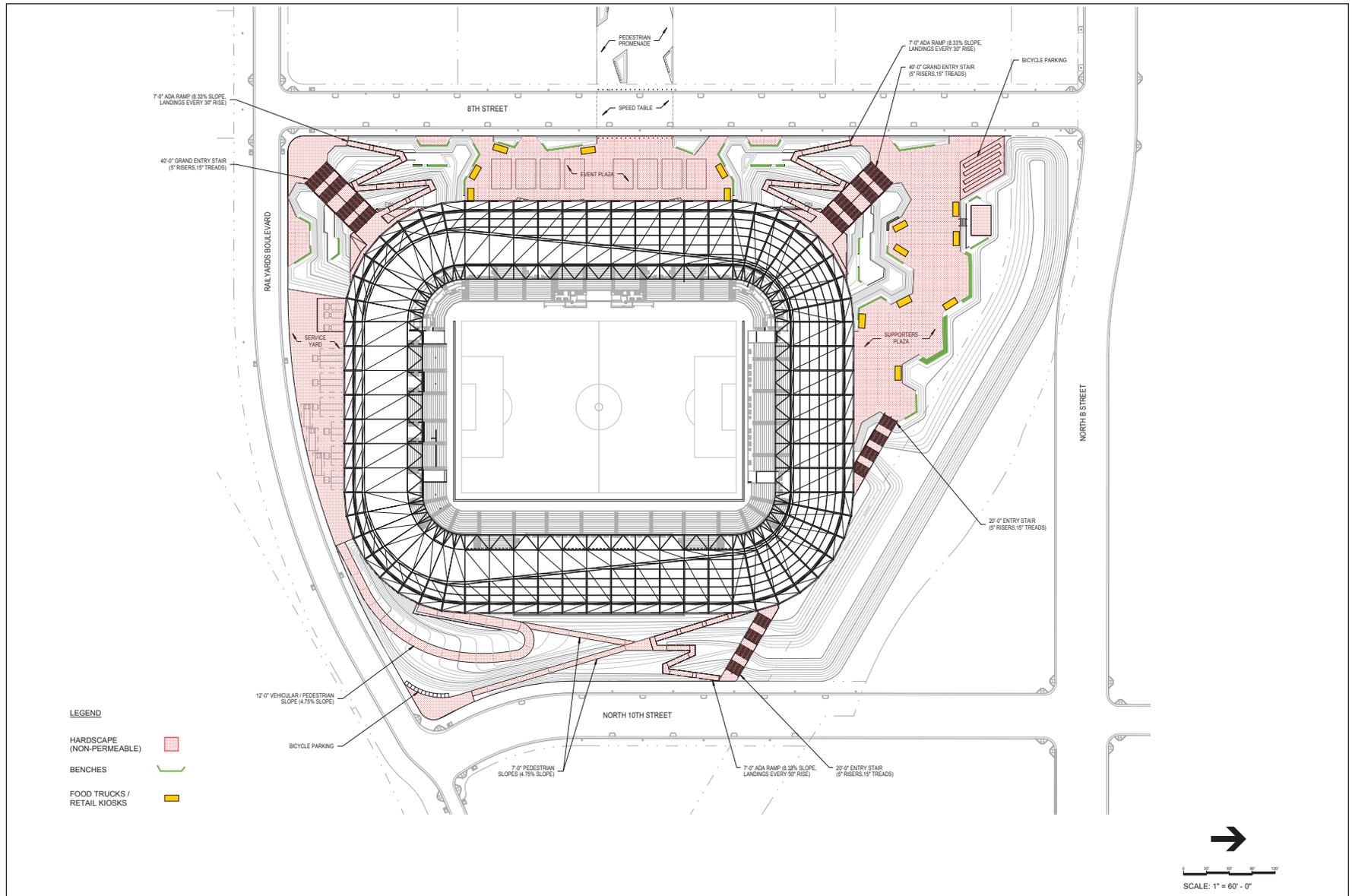
Figure 2-34
Stadium Suite Level Plan



SOURCE: HNTB 2016

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Figure 2-35
Stadium Press Level Plan



SOURCE: HNTB 2016

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Figure 2-36
Stadium Plaza Plan

elevation as 8th Street) before ascending to the main concourse level via stairs and ramps at the southwest and northwest corners of the Stadium, or by using escalators and elevators along the west side of the Stadium. Together, the west and north entry plazas would provide up to approximately 2.9 acres of open space.

The Stadium west entry plaza is anticipated to be actively used space that may include retail and ticketing storefronts, retail kiosks, small-scale performance venues, seasonal events, musical and cultural events, and gardens. It is anticipated that the entry plaza area would be occasionally used for small outdoor concerts or cultural or athletic events, including but not limited to events associated with the Sacramento MLS team. For some events, a portion of the entry plaza in front of the Stadium entrances could be secured to create an integrated outdoor experience for ticketed attendees. Video screens and speakers may be placed in the secured entry plaza area, allowing attendees to hear and see the activities going on inside the Stadium while outside in the entry plaza area.

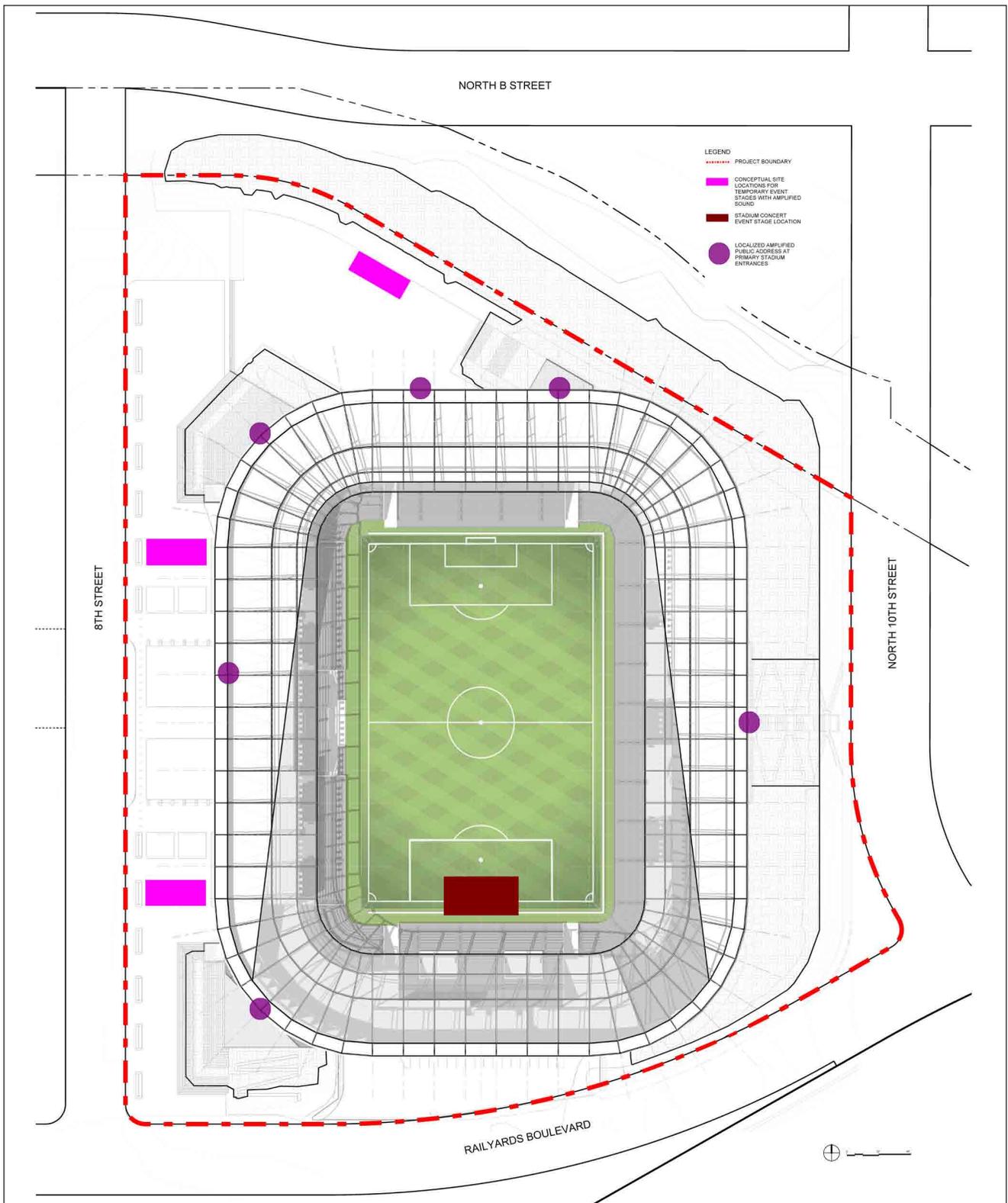
An open air plaza located on the north side of the Stadium at approximately the top elevation of the adjacent existing north levee would provide additional general seating access, as well as providing a dedicated Supporter Section entry. Vehicular access would make the north plaza useable for food trucks.

A ticketed perimeter would encompass the entire Stadium site area west and north of the Stadium, allowing for activation of the plaza spaces for pre- and post-event activities, as well as music festivals, concerts and community events. These outdoor entry plazas could be equipped with video screens and speakers, which would allow patrons to watch and hear the ongoing events while experiencing the outdoor spaces (see **Figure 2-37**, MLS Stadium Amplified Sound Plan).

A secondary east entry plaza off of 10th Street would serve those visitors arriving from the east across 10th Street, but no activation of 10th Street or the east entry plaza is anticipated. The east entry plaza would be up to approximately 1.35 acres in size.

An integral element of the Stadium would be several open plazas intended to provide seamless flow in and out of the facility, pedestrian circulation around the Stadium, and pedestrian connectivity to 8th Street and 10th Street, and Railyards Boulevard. As depicted on Figure 2-36, Stadium Plaza Plan, approximately 160,000 sf (3.67 acres) of open space would be included in the plaza areas surrounding the Stadium.

The Stadium plaza areas would be comprised of hardscape and landscaped planters. Hardscape areas would feature use of a variety of paving materials and landscape plantings, and would include benches, public art, and possibly water features.



SOURCE: HNTB 2016

Sacramento Railyards Specific Plan Update . 150286

Figure 2-37
MLS Stadium Site Amplified Sound Plan

Signage and Lighting

Signage

Stadium signage would include team and league signage, naming and sponsorship signage, directional and way-finding signage, and scoreboard/digital display signage (see **Figure 2-38**, Stadium Signage Plan). All signage would comply with regulations defined in the Sacramento City Code (Title 15), Building and Construction, Chapter 15.148 – Signs.

Stadium naming sponsor signage would likely be located on the east and west elevations of the Stadium spanning approximately 200 feet across near the top of the building façade, with the possibility of additional naming signage visible from above on the roof canopy also spanning approximately 200 feet (see **Figure 2-39**, Stadium Naming Sponsor Signage Elevations).

The primary entries at the southwest and northwest corners of the proposed Stadium and at mid-plaza would likely display naming sponsorship signage, possibly digital.

Three large signage pylons located in the west entry plaza, possibly 20 feet to 30 feet tall, would designate named entry plazas. These pylons might display both digital and static signage.

Inside the Stadium, visible from the seating bowl but also partially visible between solid elements of the exterior façade, there would be four large video display boards, two each at the north and south ends of the Stadium, as well as ribbon boards circling the entire seating bowl located above the vomitory openings from the main concourse.

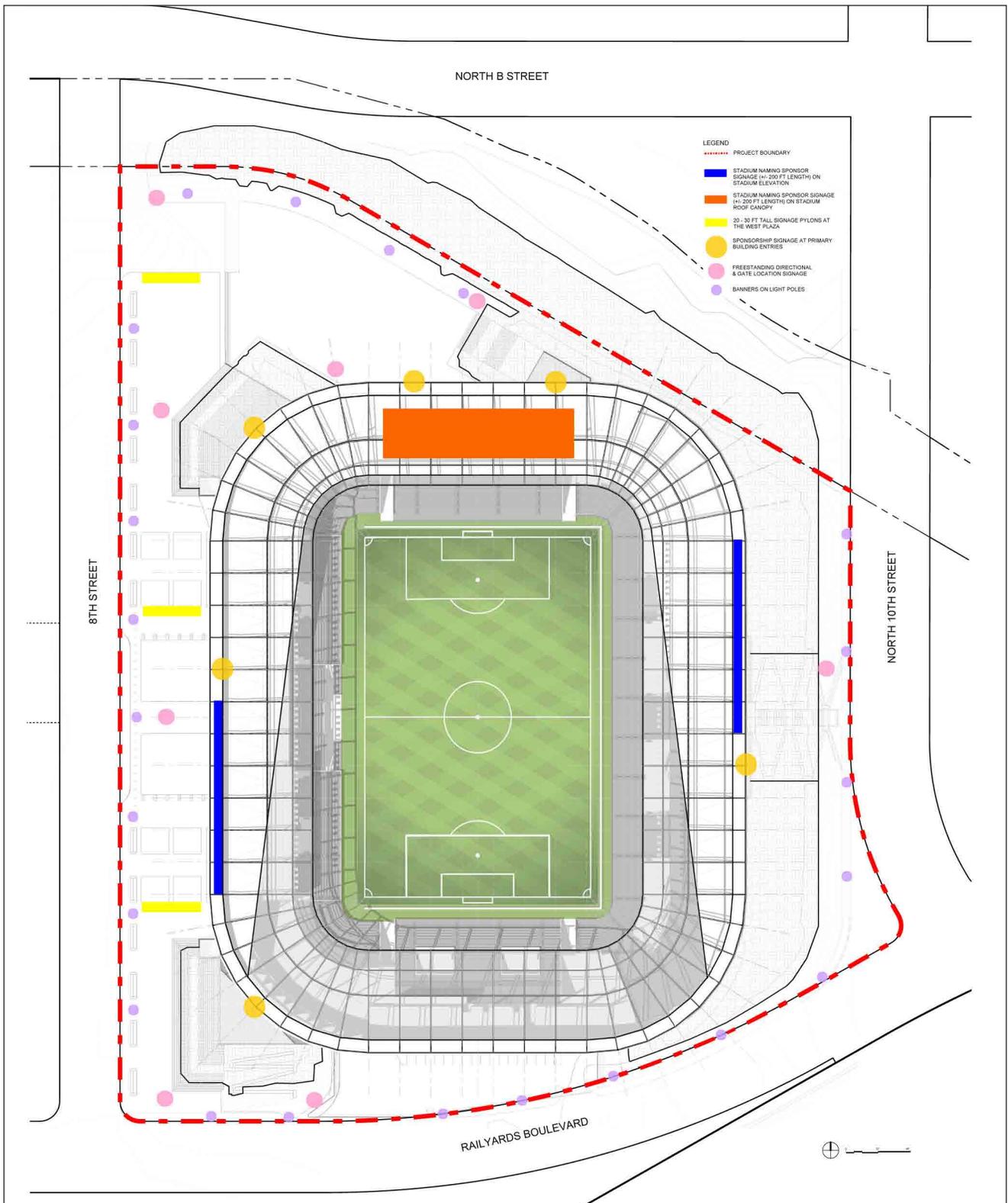
Lighting

Lighting for the Stadium would be comprised of event field lighting, exterior Stadium lighting (i.e., building perimeter lighting and site lighting), emergency lighting, and digital signage (see **Figure 2-40**, Stadium Lighting Plan).

The event lighting is proposed to be outdoor LED-type floodlights with internal reflector systems to control spill light and glare. The event lighting would be integrated into the roof canopy structure and directed at the pitch (field). Lighting levels in the seating bowl would gradually taper off from the maximum light intensity levels on the playing field. High-intensity field lighting would primarily be required for large events during evening hours such as a late afternoon or evening sporting event. Allowing for monthly maintenance of the field lighting, it is estimated that the event lighting would be used 45 times per year.

The Stadium would include outdoor security lighting along walkways, driveways, entrance areas and plazas in accordance with City code requirements.

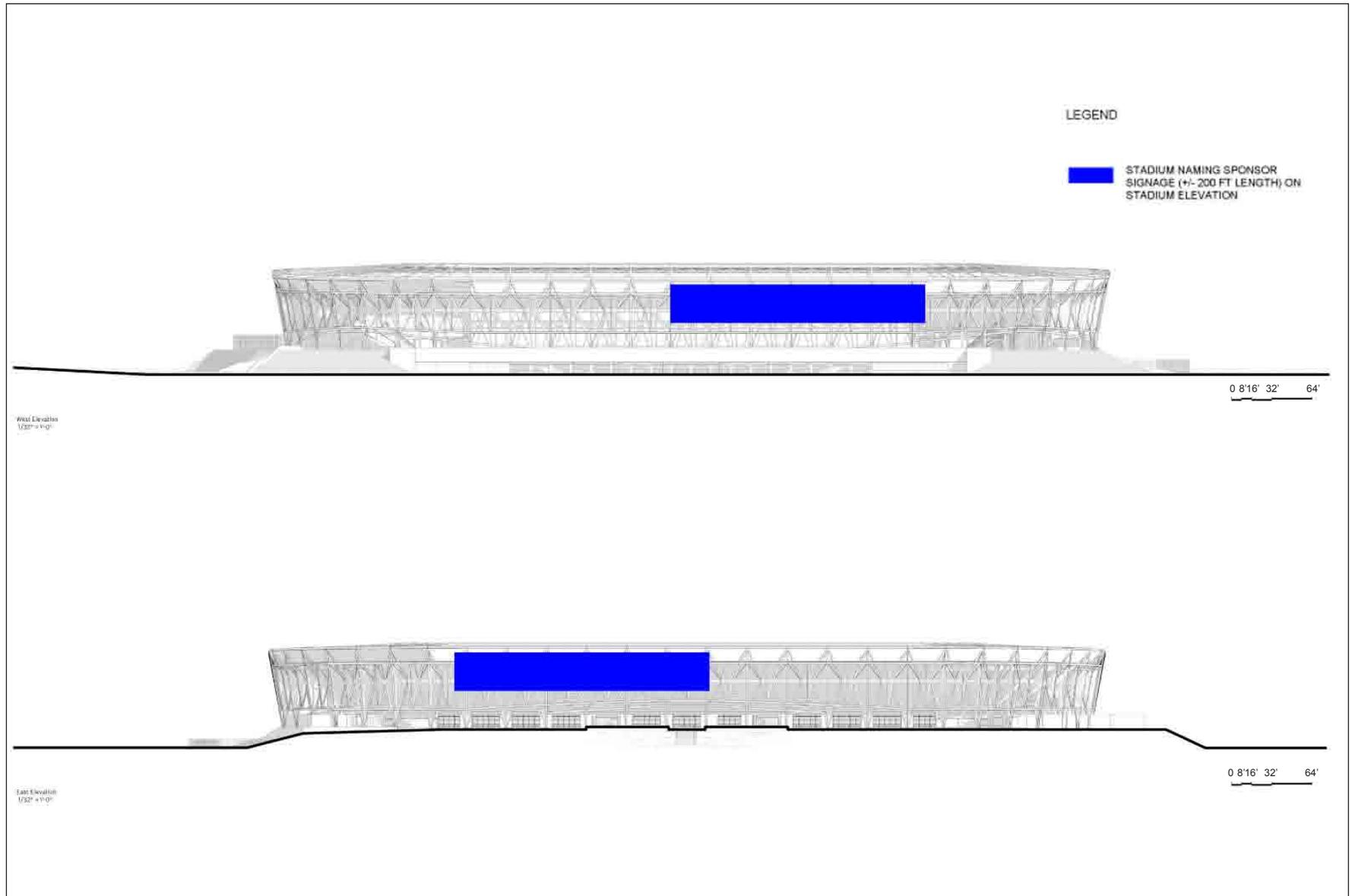
The walls of the proposed Stadium would be visually permeable and translucent. The exterior of the Stadium would be internally illuminated. Modern field lights are designed for specific directional light and reduction of spill light.



SOURCE: HNTB 2016

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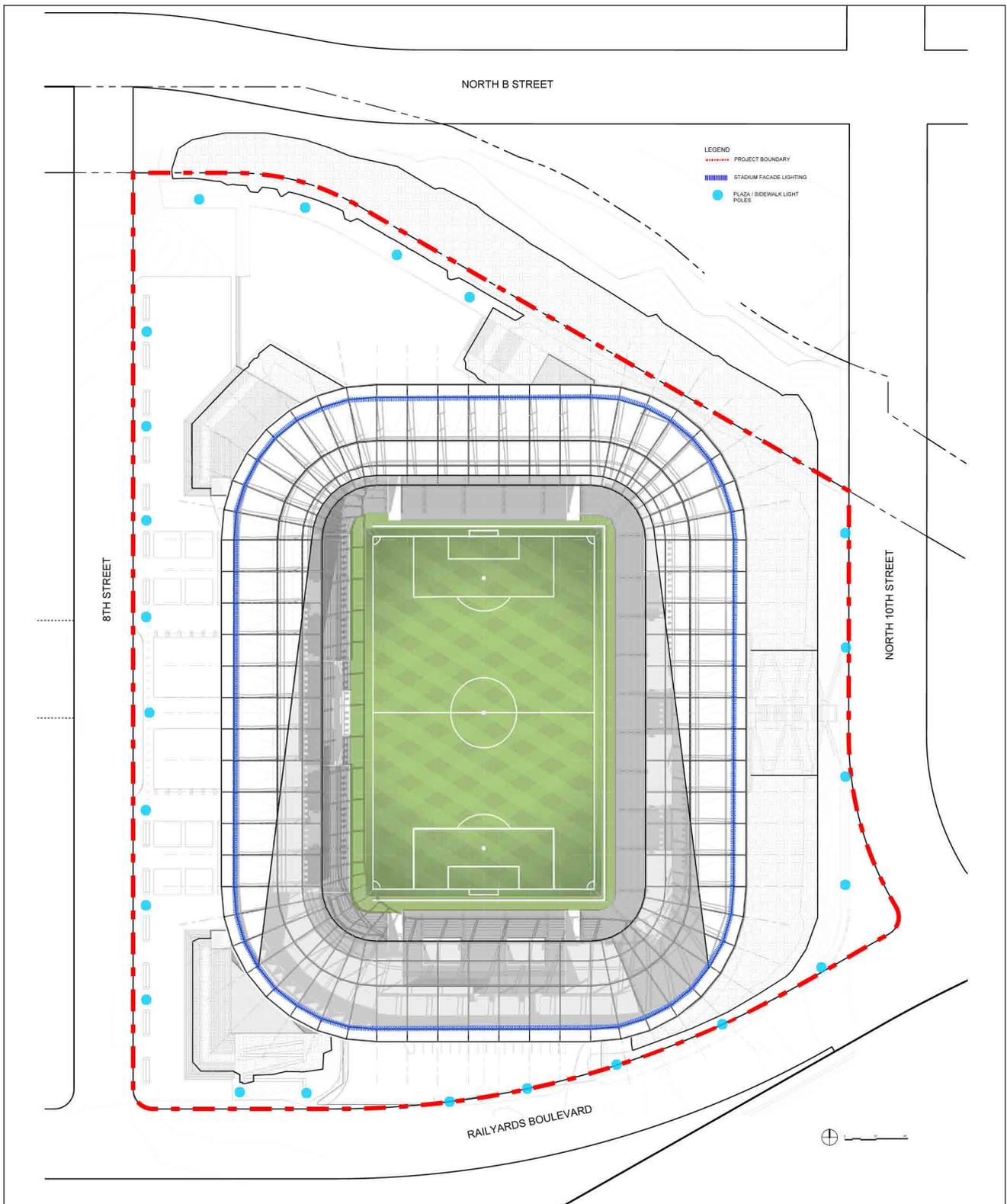
Figure 2-38
Stadium Signage Plan



SOURCE: HNTB 2016

Sacramento Railyards Specific Plan Update . 150286

Figure 2-39
MLS Stadium Naming Sponsor Signage Elevations



SOURCE: HNTB 2016

Sacramento Railyards Specific Plan Update . 150286

Figure 2-40
Stadium Lighting Plan

Security

The proposed MLS Stadium would feature a security command center that would include a waiting, booking, holding areas, lockers, and storage facilities. These facilities would be managed by full-time staff providing 24-hour surveillance and security for the Stadium. During events additional part-time security staff would be provided at the Stadium and these facilities by guest services and club security personnel, as well as through a third-party security company. These security staff would be the first responders to disturbances, and would provide supplemental assistance to Sacramento PD.

Sustainability

The proposed MLS Stadium would be designed and constructed to achieve LEED-equivalent energy and environmental design to the extent feasible. Although the details of the design are not yet complete and, thus, many of the design details that would be measured to achieve the LEED equivalent energy and environmental design have yet to be determined, **Table 2-12** presents the targets that the applicant has established to be met through project design.

**TABLE 2-12.
SACRAMENTO MLS STADIUM LEED SUSTAINABILITY TARGETS**

Sustainability Factor	Target
Energy Reduction	15% better than Title 24
Water Reduction	25% better than CALGreen Baseline
Use of On-Site Generated Renewable Energy	Up to 1%
Use of Recycled Content in Building Materials	10%
Use of Regionally Supplied Building Materials	10%
Recycling of Construction Waste	75%

SOURCE: HNTB, 2015.

LEED equivalency may be achieved through varying levels of performance related to the sustainability factors identified in Table 2-12. Depending on final designs, the proposed Stadium may exceed some targets and fall short of others. The types of strategies that are being investigated to achieve the targets include:

- Emphasis on quality transit and alternative mode use, including bicycle facilities, green vehicles;
- Site design that will facilitate rainwater management, reduce heat island effects, reduced light pollution, and reduced water use;
- Water efficiency measures that reduce indoor and outdoor water use, including use of low-flow fixtures and water metering;

- Systems to optimize energy performance, including energy metering, demand response, maximizing use of shade structures and wind resources on the site, use of LED and sensor lighting, and potential use of solar panels for on-site energy generation;
- Optimizing use of green and raw materials, low emission cleaning products, composting and food donation, and collection and storage of recyclables;
- Enhanced indoor air quality strategies, including use of low-emitting materials, efficient thermal comfort systems, and maximizing use of natural light; and
- Construction methods that minimize outdoor and indoor air pollution and construction waste.

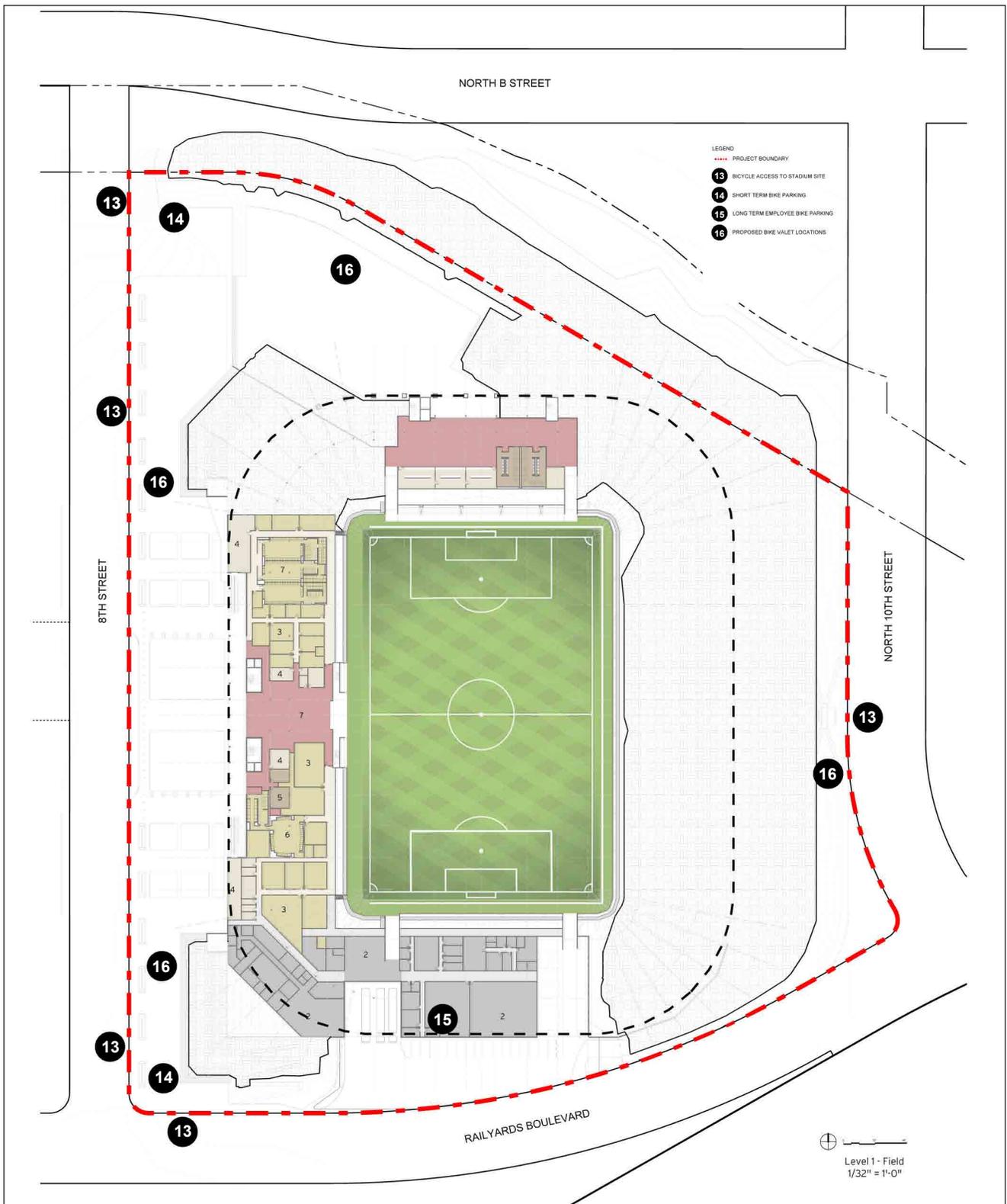
Bicycles

It is anticipated that bicycle access to the proposed Stadium would be provided at multiple locations around the Stadium including from 8th Street, Railyards Boulevard, and 10th Street. The proposed Stadium would comply with the requirements of the Planning and Development Code for the provision of short- and long-term bicycle parking (see PDC Chapter 17.608.040, Section N, and Table 17.608.030C). The proposed Stadium Bicycle Plan is depicted in **Figure 2-41, Bicycle Plan**.

Approximately 24 long-term employee secured bike parking spaces would most likely be provided within the loading dock area or service yard located at the south end of the Stadium. Short-term patron bicycle parking spaces would most likely be provided near the field level entries at the northwest and southwest corners of the Stadium.

For events with sufficient demand, the MLS Stadium could provide for valet bicycle parking. The provision of valet bicycle parking could be flexible depending on the size of the event and the popularity, over time, of bicycling to events. As is presented on Figure 2-41, bicycle valet parking would be accommodated at one or more locations on the Stadium site. It may start with a small valet space at one location. For larger events and depending on weather, likely three bike valet locations would be set up for events serving bike traffic arriving at the site from the southwest, west and northwest.

If feasible, based on project design and space utilization, the proposed Stadium may make provisions for a Bikeshare docking station, if such a program is initiated by the City/SMAQMD. This provision could involve Bikeshare docking stations adjacent to the proposed Stadium near 8th Street and South Park Street, or at another location around the Stadium. A Bikeshare docking station near the proposed Stadium could be coordinated with the anticipated Bikeshare station at the Sacramento Valley Station.



SOURCE: HNTB 2016

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Figure 2-41
Bicycle Plan

Vehicular Circulation and Drop-offs

During pre- and post-event conditions, it is expected that vehicles would approach the Stadium from the west via Railyards Boulevard and from the north via 8th Street and/or 10th Street (after 10th Street is constructed through to North B Street. After Railyards Boulevard is connected to 12th Street, vehicles would also approach via the one-way connector.

It is anticipated that the primary vehicular drop-off locations would be on 8th Street, with secondary drop-offs on 10th Street after it is connected to North B Street. VIP drop-offs would also occur on the east side of 8th Street.

Transit

It is anticipated that a new RT light rail line (Green Line) station would be provided on 7th Street between Railyards Boulevard and South Park Street. In the early years it is expected that this would be located on the east side of 7th Street; after the Green Line is extended and expanded to be double-tracked, it is expected that northbound trains would stop on the east side of 7th Street and southbound trains would stop on the west side of 7th Street. A major east-west pedestrian-way would be provided in the alignment of South Park Street to allow transit riders direct pedestrian access to the Stadium site.

In coordination with RT, bus stops would be located at nearby locations on 8th and 10th streets, and Railyards Boulevard. These stops would be either on the Stadium parcel or across the street, depending on conditions.

A stop for Paratransit would be provided on the east side of 8th Street, in front of the main entry plaza, providing close access for Paratransit riders to VIP elevators that would be located on the west side of the Stadium.

Loading and Delivery

Loading and Delivery

Loading and service delivery trucks would access the proposed Stadium from Railyards Boulevard on the south side of the site. A total of three truck loading bays and docks would be provided near the southwest corner of the Stadium.

Truck and emergency vehicle access to the field (pitch) would be accomplished by an accessway located near the southeast corner of the Stadium, also accessed from Railyards Boulevard. During events, an emergency vehicle would be stationed at this location for easy access to the pitch and departure from the site via Railyards Boulevard, 8th or 10th Street.

Prior to, during, and after events, media trucks would be parked on the southern end of the Stadium, between the truck loading bays and the field access entrance.

Event Parking

Event attendees and Stadium employees who drive to the proposed Stadium would park their vehicles in surface lots and parking structures located in the vicinity of the site, including within the RSP Area, in the River District, and in downtown Sacramento.

As described above, it is proposed that parking in the RSP Area would be provided initially in temporary surface lots covered with an all-weather surface (likely a shale or gravel layer) or paved joint use lots (see Figure 2-14, Illustrative Temporary Surface Parking Plan). Over time, the parcels containing these temporary surface lots would be developed consistent with the proposed RSPU, with parking transitioned to parking structures that may be used by RSP Area employees during the day and event attendees and employees during evening and weekend events.

Parking would also be provided within the River District on existing paved parcels as well as undeveloped parcels that may be graded and prepared as temporary surface lots covered with an all-weather surface or paved, improved lots or structures.

Lastly, it is expected that some event attendees and employees may use existing parking lots and structures located in the downtown area, particularly those that exist in or near the County government center, along I or J streets, or in and around Old Sacramento.

Event Transportation Management Plan

The proposed Stadium would include an Event Transportation Management Plan (ETMP), a management and operating plan designed to facilitate multi-modal travel to and from events at the Stadium in a safe and efficient manner. The ETMP would be adapted and refined by the Stadium operator, the City of Sacramento, and other agencies responsible for carrying it out. An active monitoring process would occur during the first year of operation to provide the basis for adjustments by the Stadium operator and the City of Sacramento, with somewhat less intensive monitoring and refinements undertaken in subsequent years. It is also anticipated that subsequent adaptations or refinements would be made to respond to changing event types and schedules, new transportation access and parking opportunities, ongoing development activities in and around the RSP Area, and planned transportation improvements that may be implemented in the vicinity.

The ETMP would provide for the following:

- Transportation control strategies, including provision of an on-site Transportation Management Center (TMC) in the Stadium (could occur in the Stadium Security Office), designation of a Traffic Control Officer (TCO) supervisor who would staff the TMC and manage event day traffic controls, and the location of TCO's who would direct vehicular, transit and pedestrian traffic under various event scenarios. The transportation control strategies would also address transit boarding at the nearby planned 7th Street & South Park Street light rail station.

- Communication strategies, including outreach and wayfinding strategies designed to inform event attendees of the various transportation options that would be available and provide directions on how they could be accessed.
- Wayfinding strategies, including a series of permanent and temporary signs as well as permanent changeable message signs on freeways that could be used to facilitate pedestrian, bicycle, and vehicle access.

The Draft ETMP is included in Appendix J.2.

Construction and Phasing

Construction of the proposed Stadium and related entry plaza and open spaces would occur over an approximately year and a half period. The initiation of construction would be tied to the awarding of an MLS team to Sacramento by Major League Soccer. Depending on the timing of this event, construction could start as early as fall 2016 and conclude in winter 2018. There would be numerous overlapping construction phases, as is presented in **Table 2-13**.

TABLE 2-13.
SACRAMENTO MLS STADIUM PRELIMINARY CONSTRUCTION PHASING PLAN

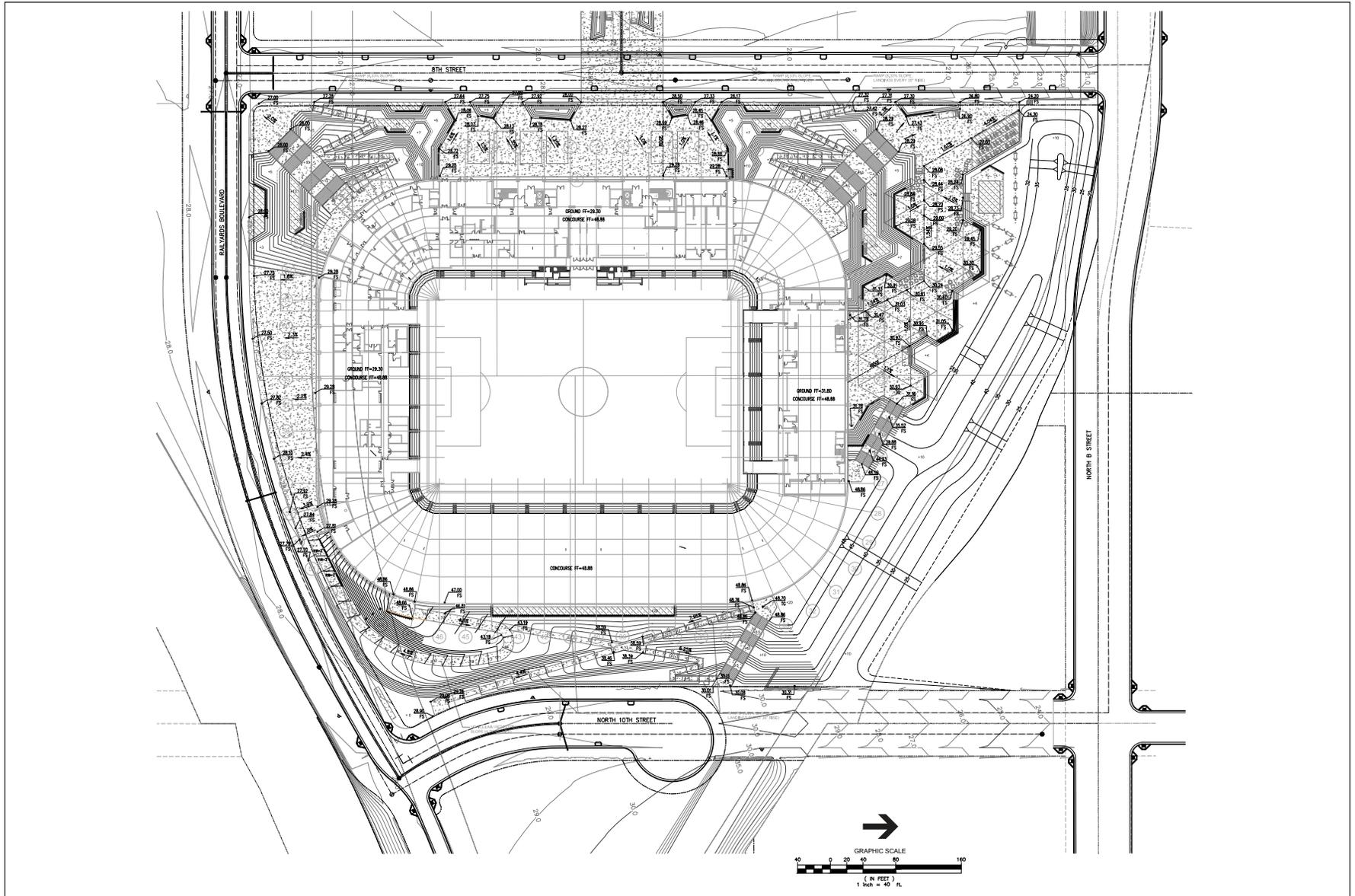
Construction Phase	Construction Time Period		
	Time Increment	Start Date	Finish Date
Grading	2 weeks	10/1/2016	10/15/2016
Dewatering	1 month	10/15/2016	11/15/2016
Foundations/Footings	2 months	11/1/2016	1/1/2017
Building Construction	9.5 months	12/15/2016	10/1/2017
Sitework/Landscaping/Paving	2.5 months	11/1/2017	1/15/2018

SOURCE: Legends, 2015.

Excavation and Grading

The construction would be initiated with a clear & grub within an overall grading phase, which would involve earth movement and hauling on an exposed site of approximately 14.7 acres during a two week period (see **Figure 2-42**). It is currently estimated that about 148,000 cubic yards of earth and structural fill would be added to the project site, an average of about 3,300 cubic yards per day for 45 days of hauling. During this phase, construction employment would average about 20 workers, with a peak of 30 workers.

Depending on final foundation design and the need for subbase settlement, soils beneath imported fill could be over-excavated to a depth of approximately four (4) feet below the existing grade and re-compacted in place to achieve suitable base prior to placement imported fill. The actual need to over-excavate and re-compact (to achieve compaction requirements) and the actual depth of excavated soils would be a function of the selected foundation methodology and design.



SOURCE: HNTB 2016

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Figure 2-42
Stadium Grading Plan

Prior to placement of imported engineered fill, the site surface would be cleared and grubbed of all unsuitable material, including vegetative matter, industrial waste, debris, and miscellaneous items. Imported soil would be placed in final state and location where the subsurface has been over-excavated and re-compacted to meet structural stability, or may be placed in a temporary state to surcharge the subsurface beneath. In either case, imported soils, either in temporary or final stage, would be monitored or surveyed for settlement using settlement hubs. Settlement would be considered to have achieved satisfactory equilibrium when the difference in successive readings over a reasonable time determined by a geotechnical engineer is determined to have been achieved.

Final site grades are depicted on Figure 2-42, illustrating the variation in final elevations. The process of soil handling, placement, and compaction would require the use of conventional equipment as determined by the general contractor. All soil handling activities would be conducted in accordance with the Railyards Soil and Groundwater Management Plan.

Soil handling activities near the mainline tracks would be conducted in accordance with regulations and procedures that determine such activities, including appropriate health and safety concerns, appropriate flagging, and consideration of subsurface stability.

Construction

Foundations

Two options would be considered to support the Stadium structure: deep foundations that develop support from end bearing and friction in the relatively dense and stiff soils below the zone of the liquefiable soils, or shallow foundations bearing on areas where ground improvements have been completed to mitigate soil liquefaction. Each option is discussed below.

Deep Foundations

For deep foundations the size and type appropriate for the proposed Stadium structure would depend on the magnitude and distribution of structural loads and the final structural configuration. Deep foundations consist of two major types: driven piles and drilled, cast-in-place concrete piles. Each type can be further classified as displacement or non-displacement.

If driven piles are used, driven displacement piles would be preferable for the loose and soft soils beneath this site. A wide variety of driven pile types are available, such as cast-in-place concrete piles (concrete poured inside a steel shell driven with a mandrel), steel pipe piles, and pre-cast concrete piles.

An alternative to driven piles would be drilled, cast-in-place concrete piles. As with driven piles, drilled, cast-in-place concrete piles are available in a wide range of diameters. The type and diameter of drilled, cast-in-place concrete pile would depend on the foundation layout and loads. Due to the variable subsurface conditions that underlie the site, a comprehensive pile testing program would be appropriate to verify design capacities and pile tip depths.

Shallow Foundations

Light structures for retail space, concession areas, and similar facilities may be supported on shallow spread footing foundations. If structures are supported on shallow foundations without ground improvement, then significant settlements must be anticipated in a large earthquake.

Pile installation would comply with relevant requirements of the Railyards Soil and Groundwater Management Plan. Final pile tip elevations would be reviewed to ensure compliance with DTSC requirements.

The final design of pile types, depths, spacing, size, and other related parameters, including method of pile driving and or installation, would be determined once design has been completed. A pilot pile installation program would be implemented prior to final determination of deep foundation parameters.

Should pile installation be utilized, based on final project and foundation design, it is anticipated that the piles would be advanced to a depth approximately 80 feet below surface, where gravel layers are likely to be encountered, to achieve design requirements. Pile installation and related activities would be designed and implemented to meet requirements of the Railyards Soil and Groundwater Management Plan.

The foundations/footings phase of construction would involve the pre-drilling and auger displacement of up to approximately 71,500 linear feet of concrete foundation piles throughout the Stadium footprint area during approximately 60 days for the foundation operation. It is estimated that approximately 3,400 cubic yards of concrete would be delivered to the site and pumped into pre-drilled caissons to form the footings that would support the proposed Stadium foundation. During this phase, construction employment would average about 50 workers, with a peak of 75 workers.

Building Erection and Other Construction

The construction phase would involve the erection of steel, concrete and other construction elements, as well as interior and exterior finish work. Construction would take place over a period of about nine and a half (9.5) months. Stadium erection would involve the use of numerous cranes, loaders, welders, generators, concrete pumpers, and similar construction equipment. Interior and exterior finish work would involve a wide variety of construction activities involving creating and outfitting interior spaces and completing the exterior finish of the building, including plumbing, electrical, heating and air conditioning systems, seat and other event system installation, and the like. During this phase, construction employment would average about 200 workers with a peak of about 650 workers.

Exterior sitework, landscaping, and paving would be undertaken over a period of about two and a half (2.5) months. During this final phase, construction employment would average 25 workers with a peak of 50 workers.

Dewatering

Given the proposed grading of the site, groundwater is not anticipated to be encountered within the upper 10 feet below the field level. Since the proposed Stadium concourse level and various amenities are anticipated to be above the field level, groundwater is not expected to affect these features. As such, the extent and need for temporary construction dewatering, if any, would primarily depend on foundation design and foundation constructability methods and requirements of the proposed facility.

Should dewatering be required, a comprehensive analysis of groundwater conditions beneath and surrounding the facility would be performed. The completed groundwater analysis would determine groundwater quality beneath the proposed facility and within the surrounding vicinity based on historical and current data obtained from existing monitoring wells and newly installed temporary dewatering observation wells that would be installed prior to commencement of construction. Foundation design, depth, location, lateral extent, along with constructability methods selected to install foundation systems would determine volume, flow rates, zone of extraction, and types of well points used to accomplish such dewatering. To limit impact, dewatering would only be conducted when and where needed to facilitate foundation construction, and would be halted and/or terminated when such need is not present. The type of well point system, screen depth, size and type of pumps, would be selected with the primary goal to reduce extraction and discharge to the extent necessary to meet construction requirements. Other feasible measures, such as construction scheduling and phasing, would be used when possible to achieve the intended objectives of minimum impact and efficient and cost effective construction.

Discharge of extracted groundwater would be directed to the combined sanitary sewer or to the separated stormwater system. The determination of which system to be used would be based on flow rate analysis in collaboration with City of Sacramento Department of Utilities to ensure that discharged water remains within acceptable capacity and quality for either systems. Discharge to the combined system would occur in accordance with a permit from Sacramento Regional County Sanitation District and City of Sacramento approval. Discharge to the separated systems would occur in accordance with a permit from the Central Valley Regional Water Quality Control Board (CVRWQCB)– NPDES Point Source Permitting Section. In either system discharge, an agreement with the City of Sacramento Department of Utilities would be secured prior to discharge.

It is anticipated that groundwater may have to be treated prior to discharge into either of the two receiving systems. A temporary groundwater treatment facility would be installed within the footprint of the proposed project to meet discharge flow rate and quality requirements. The treatment system would also be permitted by Sacramento Metropolitan Air Quality Management District, in the event the treatment system requires such permit.

Temporary dewatering and discharge would be closely coordinated with ongoing UPRR remediation activities and mandated requirements and with property owners surrounding the

proposed project. All activities would be conducted in accordance with the requirements of the recorded Railyards Land Use Covenant, the Railyards Soil and Groundwater Management Plan, and operation and management requirements set for all Railyards facilities. Prior to discharge, approval would be secured from the DTSC, the lead agency regulating Railyards clean activities by UPRR. DTSC coordinates its approval with CVRWQCB under CVRWQCB's jurisdiction over groundwater.

Temporary discharge of accumulated stormwater due to rainfall would occur independently from the temporary extraction of groundwater for purposes of dewatering. The temporary discharge of precipitation stormwater would be implemented in accordance with an approved Storm Water Pollution Prevention Plan dedicated for the project construction phase.

Subsidence monitoring would be conducted by observing pre-defined points at the site and within the surrounding vicinity. The observation and recordation of potential changes in elevations that may be potentially caused by subsidence, if any, would be accomplished by surveying the identified points and comparing the survey results to previous readings during the duration of dewatering activities. A baseline of all identified points would be established before dewatering commences.

Circulation

Project Site

During construction, the entire project site would be fenced off. Construction fencing would be placed around the entire perimeter of the proposed Stadium site.

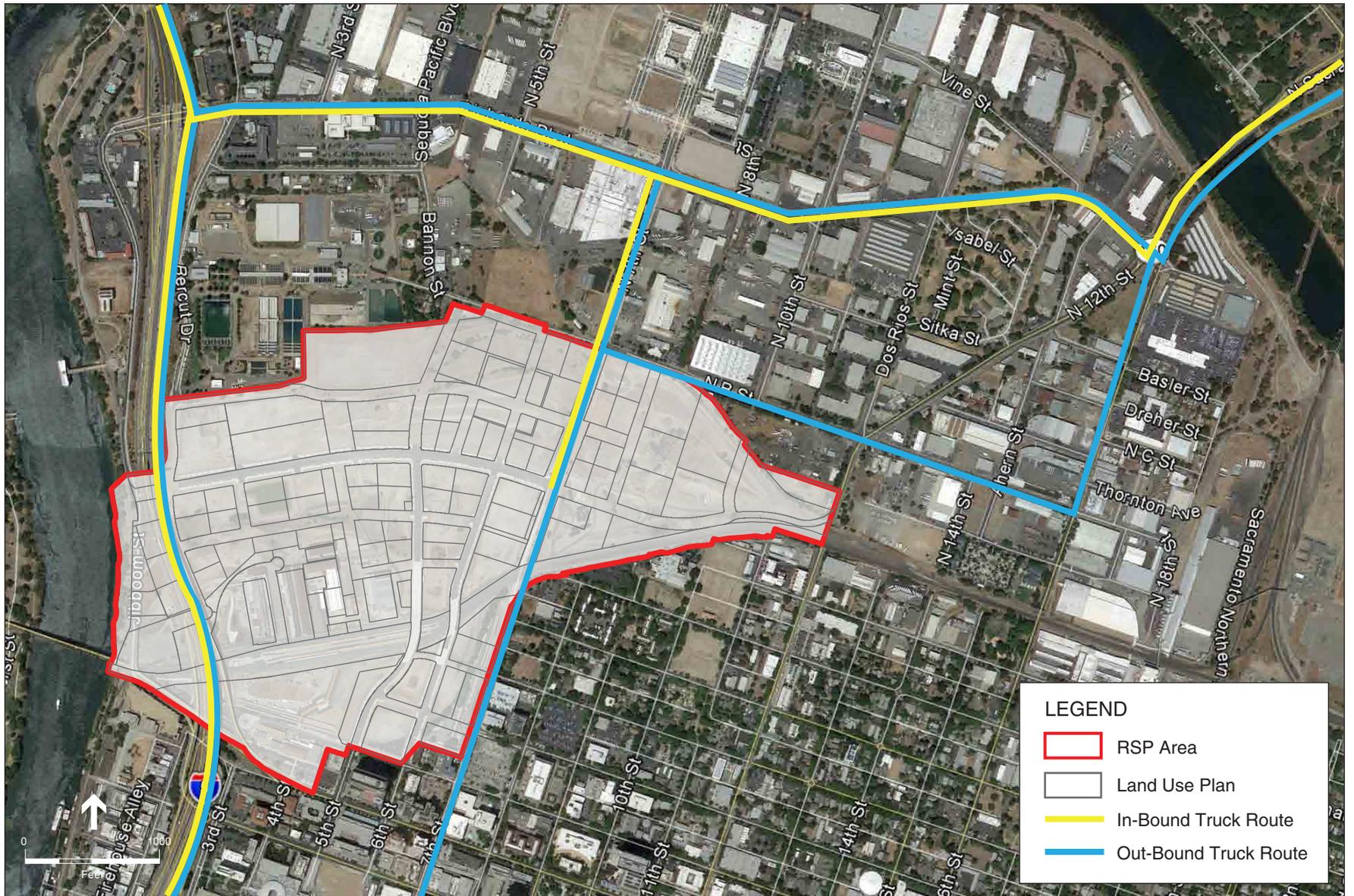
Truck Routes

As depicted on **Figure 2-43**, MLS Stadium Construction Truck Routes, inbound truck trips would access the project site from northbound or southbound I-5, or from southbound SR 160 via Richards Boulevard and 7th Street. Outbound trucks headed to I-5 would depart the site on northbound 7th Street, to Richards Boulevard. Trucks heading toward SR 160 could travel north on 7th Street to either North B Street or to Richards Boulevard. Some trucks may depart the site on southbound 7th Street, either traveling toward West Sacramento via Capitol Mall and Tower Bridge, or to I-5 via the I Street onramp or south on 7th Street to the P Street onramps.

2.5.3 Pump Station and Stormwater Outfall

Stormwater drainage for the proposed RSPU would be collected, treated, and generally conveyed within the RSP Area from east to west. The stormwater would discharge into the Sacramento River, on the western edge of the RSP Area, via a new pump station and outfall system.

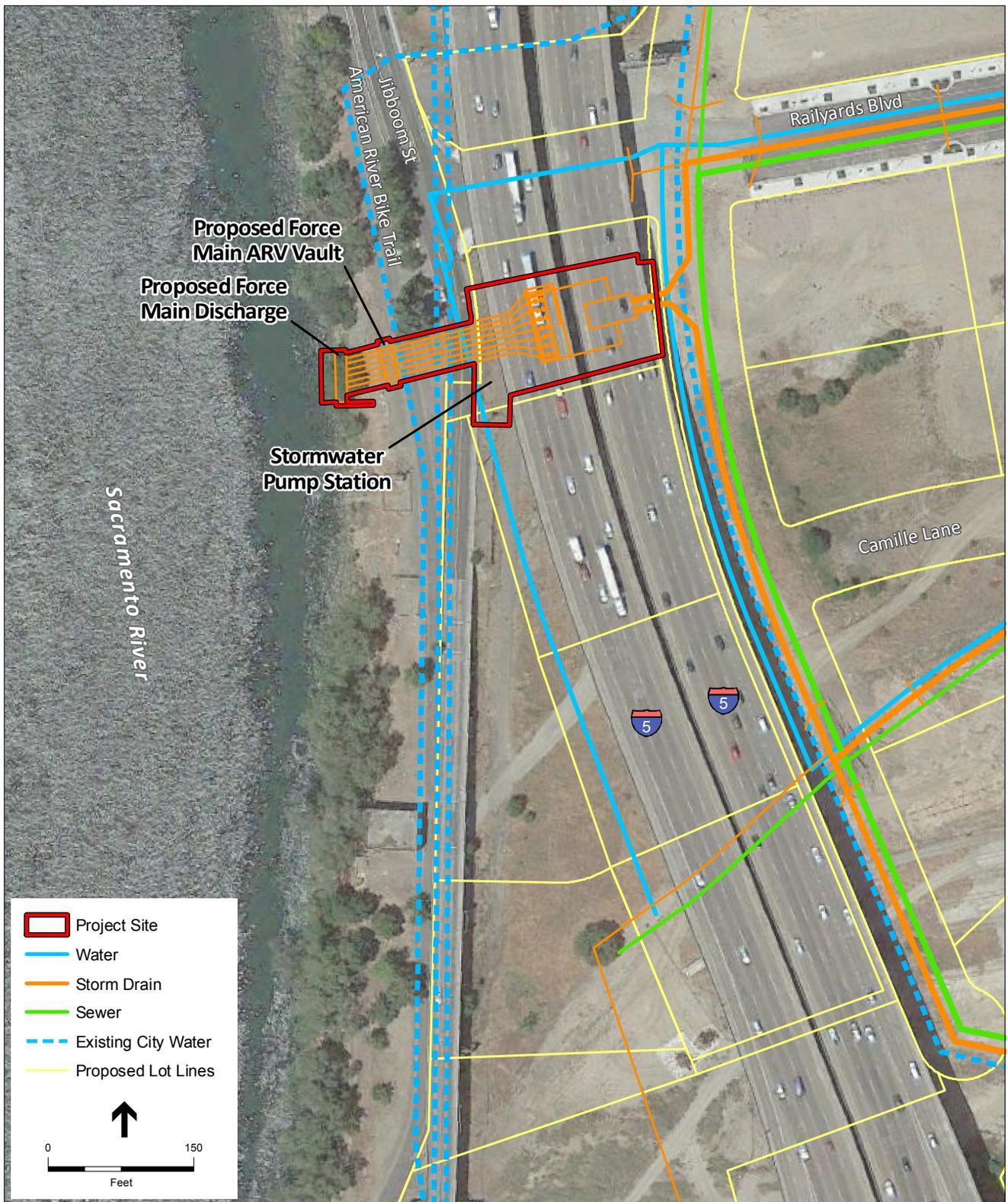
The proposed pump station would be located under the I-5 viaduct immediately south of Railyards Boulevard (see **Figure 2-44**, Pump Station and Outfall Site). The runoff from the proposed RPSU area would be collected in 60-inch and 72-inch storm drain pipes that would discharge to the pump station wet well. The proposed pump station wet well structure would be



SOURCE: Google, 2016; ESA, 2016

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Figure 2-43
MLS Stadium Construction Truck Routes



SOURCE: Google, 2015; Kimley Horn, 2015; City of Sacramento, 2015; ESA, 2016

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Figure 2-44
Pump Station and Outfall Site

55-feet long and 60-feet wide, most of which would be located underground. A mechanical trash rack at the entrance to the wet well would intercept debris that is not captured by upstream controls. Automatic rakes on the trash racks would deposit any debris into containers for removal.

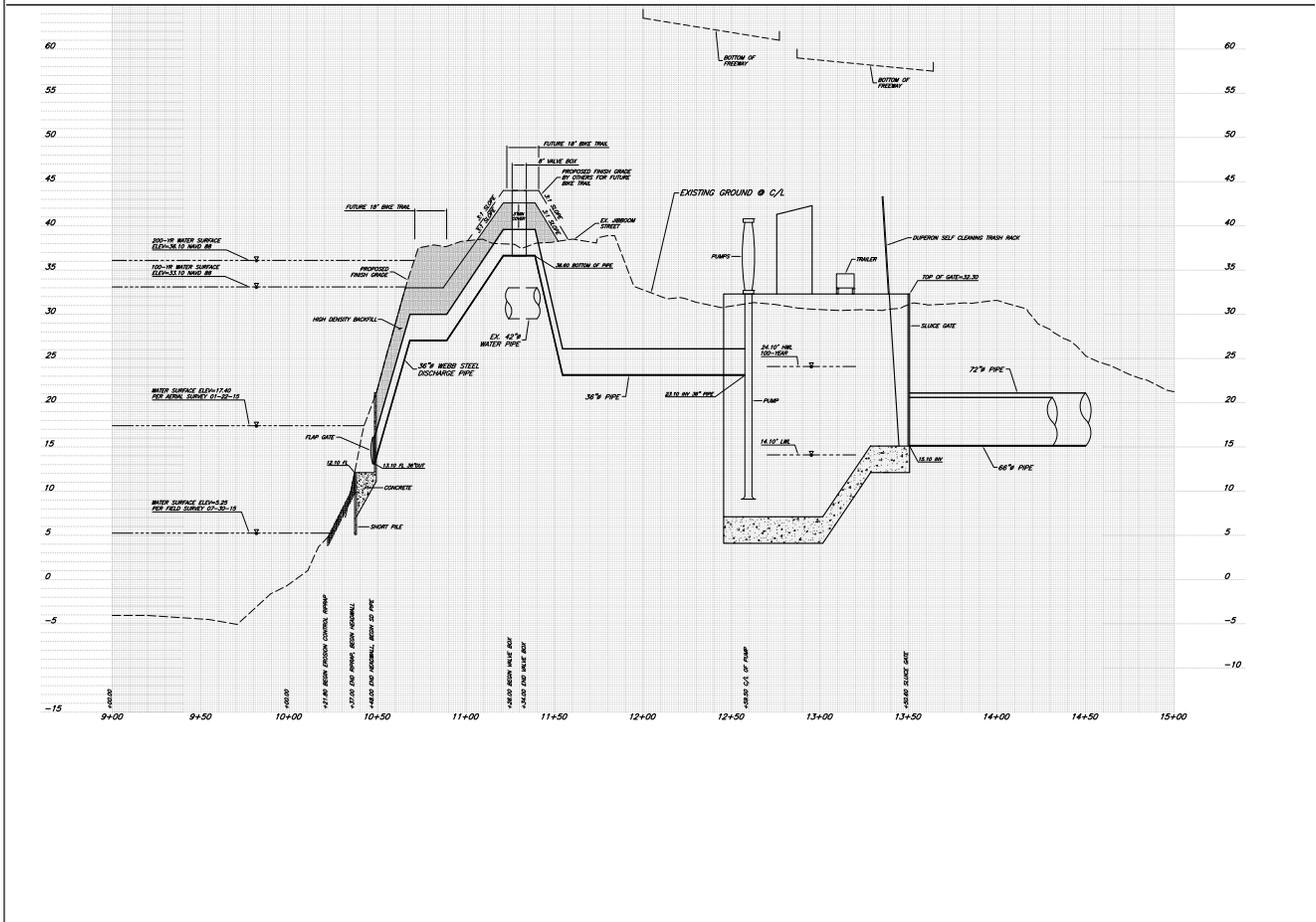
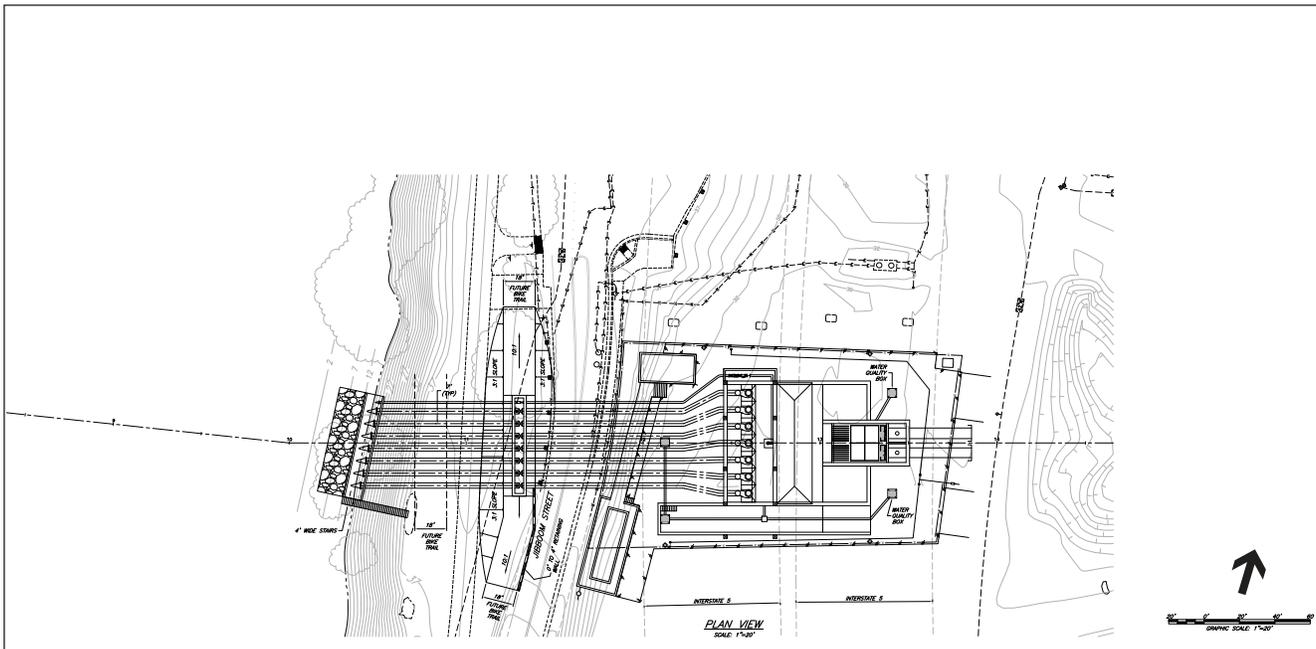
The wet well would be located approximately 50 feet from the existing landside toe of the Sacramento River East Levee at a depth of 30 feet below existing grade (see **Figure 2-45**, Stormwater Pump Station and Outfall Plan). The total volume capacity of the wet well would be 100,000 cubic feet. The above-ground features would include a small building for the electrical switchgear and controls, an emergency generator, pump motors, and trash rack grates. The pump station site would include two access points with 26-foot gates for maintenance access. A 7-foot high fence would be constructed around the pump station site for security and to visually screen the site from the adjacent roads. Power would be supplied to the site from a medium voltage underground feed.

The 100-year peak design flow for the proposed pump station would be approximately 200,000 gpm (450 cfs). The pump station would include seven pumps, and a sump pump for low flows. The design head (the capacity of the pumps to lift the water to a certain height) for the pumps would be 25 feet. The pump station would be able to pump minimum of 400 cfs with any single pump out of commission. The seven pumps would discharge into seven discharge force mains and ultimately into the Sacramento River.

The discharge force mains would include seven (7) 36-inch pipes and one (1) 12-inch pipe laid in parallel formation over the levee to a concrete-encased outfall structure along the riverbank (see **Figure 2-46**, Stormwater Outfall and Pump Station Sections). A vertical bend with air release 3 valves at the high point would be constructed with the inverts of the pipes just above the 200-year water surface elevation of 34.0 feet (National American Vertical Datum, or NAVD 88). Backwater flow would be prevented with an isolation/vacuum breaker vault that would be constructed at the waterside hinge point of the levee.

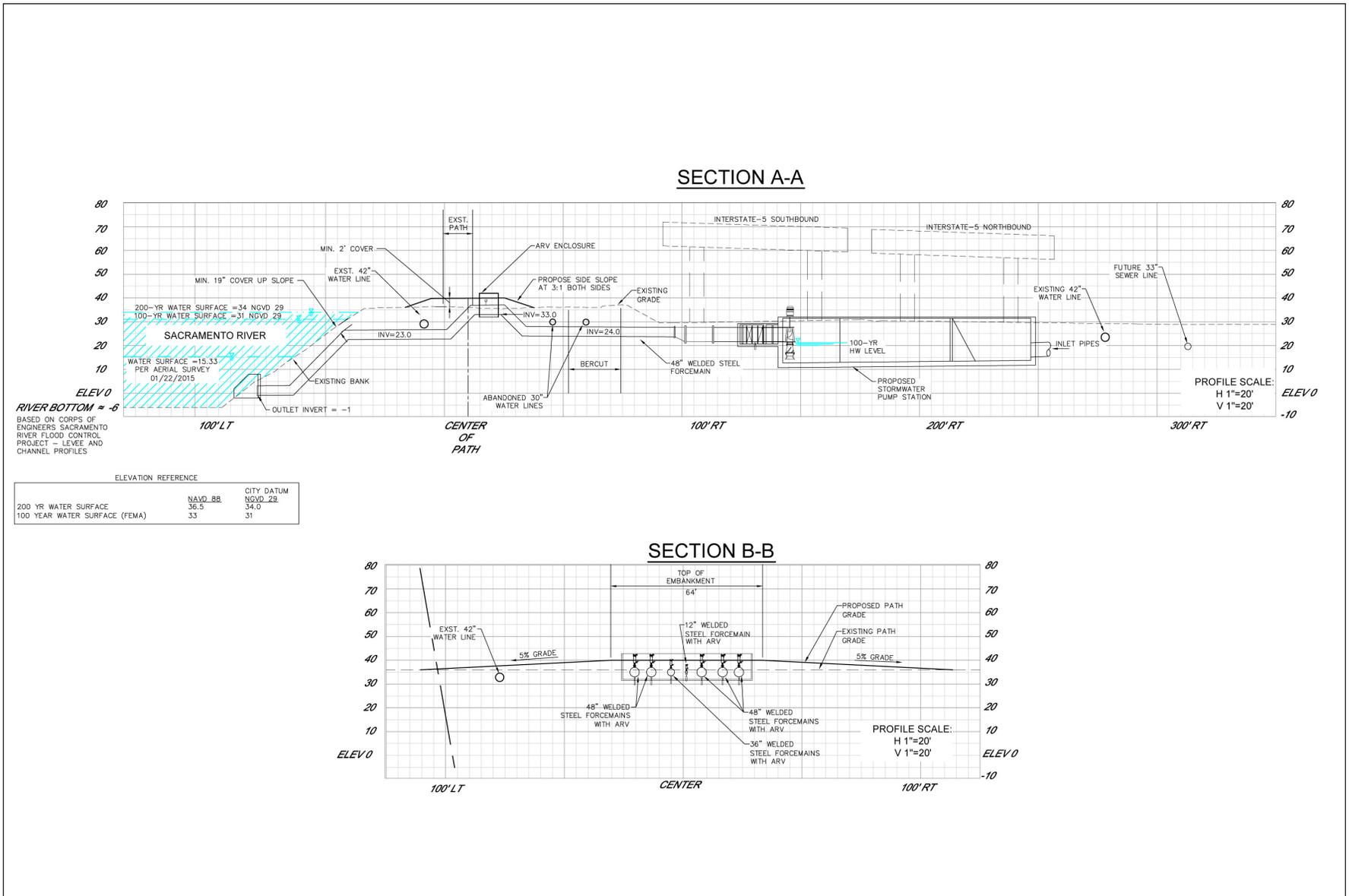
The pipes would discharge at a headwall that would be located in the river, and which would be designed to minimize hydraulic impact to the flow in the river. The pipe inverts at the discharge headwall would be located at an elevation of 7.0 foot (NAVD), which would typically be above the summer water surface to allow for maintenance, but submerged during higher flows in the winter (see Figure 2-46).

The construction of the headwall and access stairway would result in a disturbed area during construction of the outfall of approximately 0.17 acres (see **Figure 2-47**, Stormwater Headwall Front View). The river bank would be rebuilt to the same or greater integrity as exists currently. Post-construction maintenance activities would be limited to the outfall structure itself, approximately 0.06 acres.



SOURCE: Kimley-Horn 2015

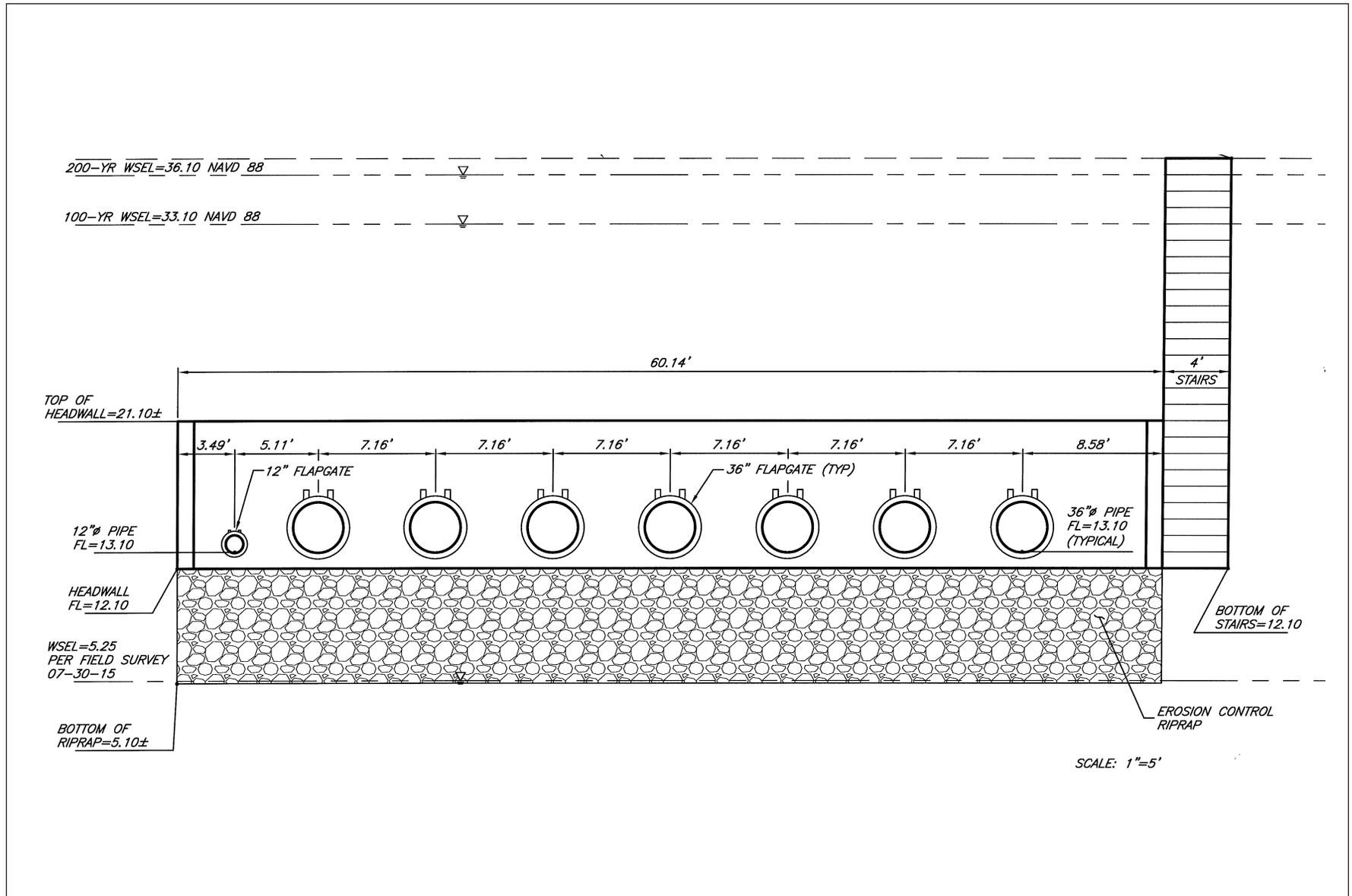
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Figure 2-45
 Stormwater Pump Station and Outfall Plan



SOURCE: Kimley-Horn 2015

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Figure 2-46
Stormwater Outfall and Pump Station Sections



SOURCE: Kimley-Horn 2015

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Figure 2-47
Stormwater Headwall Front View