

SUMMARY

Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium, & Stormwater Outfall Subsequent Environmental Impact Report

This Subsequent Environmental Impact Report (SEIR) is intended to inform the public and decision-makers about the environmental consequences of the proposed Railyards Specific Plan Update (RSPU), Kaiser Permanente Medical Center (KP Medical Center), Major League Soccer Stadium (MLS Stadium, or Stadium), and Stormwater Outfall projects (collectively, proposed projects). The SEIR considers the environmental impacts of the proposed projects as well as the additive effects of growth throughout the Sacramento area and the region. These latter impacts are referred to as cumulative impacts. The SEIR has been prepared by the City of Sacramento (City) pursuant to the requirements of the California Environmental Quality Act (CEQA).

The Railyards Specific Plan Area (RSP Area) was historically low-lying, swampy land located at the confluence of the American and Sacramento Rivers and was part of a larger area occupied by Native American people. After the route of the American River was realigned in 1862, the RSP Area was first developed as the western terminus of, and produced much of the rail equipment for, the Transcontinental Railroad in the early 1860s. The Central Pacific and Southern Pacific railroads (later purchased by Union Pacific Railroad) used the RSP Area for railroad-related purposes for almost 150 years, with the last railroad workers leaving the maintenance and locomotive works in 1995.

The RSP Area, as a result of railroad operations, was contaminated with various hazardous substances. These affected both soil and groundwater, and remediation efforts have been ongoing for over 25 years. Redevelopment of the RSP Area has been a City goal since the cessation of railroad operations.

The City first adopted a specific plan for development of the Railyards, with an accompanying EIR, in December 1993. A Supplemental EIR and updated RSP were approved in December 1994. The only development activities undertaken pursuant to that original RSP were the extension of 7th Street through the Railyards, construction of the Robert T. Matsui federal courthouse, and the adaptive reuse of the historic Railway Express Agency building.

In 2007 the City certified the 2007 Railyards Specific Plan EIR (2007 RSP EIR) and approved the 2007 Railyards Specific Plan (2007 RSP).¹ In the intervening years several components of the 2007 RSP have been implemented, including realignment of the Union Pacific Railroad (UPRR) tracks, construction of extensions of 5th and 6th Streets, as well as construction of Railyards Boulevard from 7th Street to the Bercut Drive alignment.

In 2015 the current applicant, Downtown Railyard Venture, LLC (DRV) acquired the Railyards property and is now proposing a set of changes to the adopted 2007 RSP; these are embodied in the proposed RSPU. In addition, Kaiser Permanente has proposed the construction of the KP Medical Center on an 17.8-acre portion of the RSP Area, and Sacramento Soccer and Entertainment Holdings (SSEH) has proposed construction of the MLS Stadium on a 14.7-acre parcel in the RSP Area. In addition, DRV has proposed construction of a Stormwater Outfall and associated pump station, both of which would be key elements in the future storm drainage system that would serve the future development in the RSP Area.

Pursuant to CEQA, this SEIR addresses the changes to the adopted 2007 RSP proposed under the 2016 RSPU and evaluates whether those changes would result in new or substantially more severe significant impacts on the existing environment. As required under CEQA, the SEIR evaluates and describes potentially significant environmental impacts, identifies mitigation measures to avoid or reduce the significance of potential impacts, and evaluates the comparative effects of potentially feasible alternatives to the proposed projects. The analysis includes consideration of the Kaiser, MLS and Stormwater Outfall projects.

Consistent with the requirements of CEQA, the SEIR describes the existing environmental resources in the vicinity of the RSP Area and the individual project sites, analyzes potential impacts on those resources due to the proposed projects compared to existing (baseline) conditions, and identifies mitigation measures that could avoid or reduce the magnitude of the significant impacts identified in the discussion. Where appropriate, the SEIR also provides a comparison of the effects of the proposed RSPU with those disclosed in the 2007 RSP EIR. The environmental impacts evaluated in the SEIR concern various subject areas, including aesthetics/light and glare, cultural resources, transportation and circulation, air quality, global climate change, noise, biological resources, hydrology and water quality, hazards and hazardous materials, utilities, public services, as well as potential for growth and urban decay effects.

The EIR evaluates a range of alternatives for the proposed RSPU, as well as alternatives for the proposed KP Medical Center, MLS Stadium, and Stormwater Outfall projects. The alternatives considered include different amounts of mixed use development in the RSP Area, a smaller-sized KP Medical Center, and different sizes and locations for the proposed MLS Stadium, as well as No Project Alternatives for the RSPU and the other proposed projects.

¹ The 2007 RSP and 2007 Railyards Specific Plan EIR (2007 RSP EIR) can be viewed on the City's website at <http://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports>.

This SEIR is being published as a Draft SEIR. The Draft SEIR will be subject to review and comment by the public, as well as responsible agencies and other interested jurisdictions, agencies, and organizations for a period beginning on June 10, 2016 and ending on July 27, 2016. The public may comment on the EIR by submitting written comments at any time during the public review period. The City will complete a Final SEIR, which will include the written comments received regarding the Draft SEIR, responses to substantial environmental issues raised in the comments, and any changes to the Draft SEIR that are required by the responses to written comments, or that are initiated by staff.

Upon publication, the environmental documents described above are available online at <http://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports>, and may be viewed in printed form at the City's Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 95811. Hearings regarding the project will occur at various times, and the City posts agendas on its website at www.cityofsacramento.org.

City staff responsible for the drafting of the environmental document may be contacted with questions:

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The Final EIR will be submitted to the City of Sacramento City Council for their consideration. As part of the project review and consideration, the City Council is required under CEQA to certify that the SEIR has been prepared in compliance with CEQA, and would also consider adoption of Findings of Fact pertaining to this SEIR, specific mitigation measures, a Statement of Overriding Considerations relating to any identified significant and unavoidable effects, and a Mitigation Monitoring and Reporting Plan.

Project Description

The approximately 244-acre RSP Area is generally bounded by North B Street and the Sacramento River Water Treatment Plant to the north, the Sacramento River to the west, I Street and H Street to the south and 7th and 12th streets to the east (see **Figure S-1**).

Railyards Specific Plan Update

The Railyards Specific Plan Update would revise the 2007 RSP which called for the implementation of mixed-use development in the RSP Area. The 2007 RSP provided for the development of between 10,000 and approximately 12,500 dwelling units (du), 1,384,800 square feet (sf) of retail, 491,000 sf of mixed use, 1,100 hotel rooms, 2,337,200 sf of office, 485,390 sf of historic/cultural space, and 41.16 acres of open space.

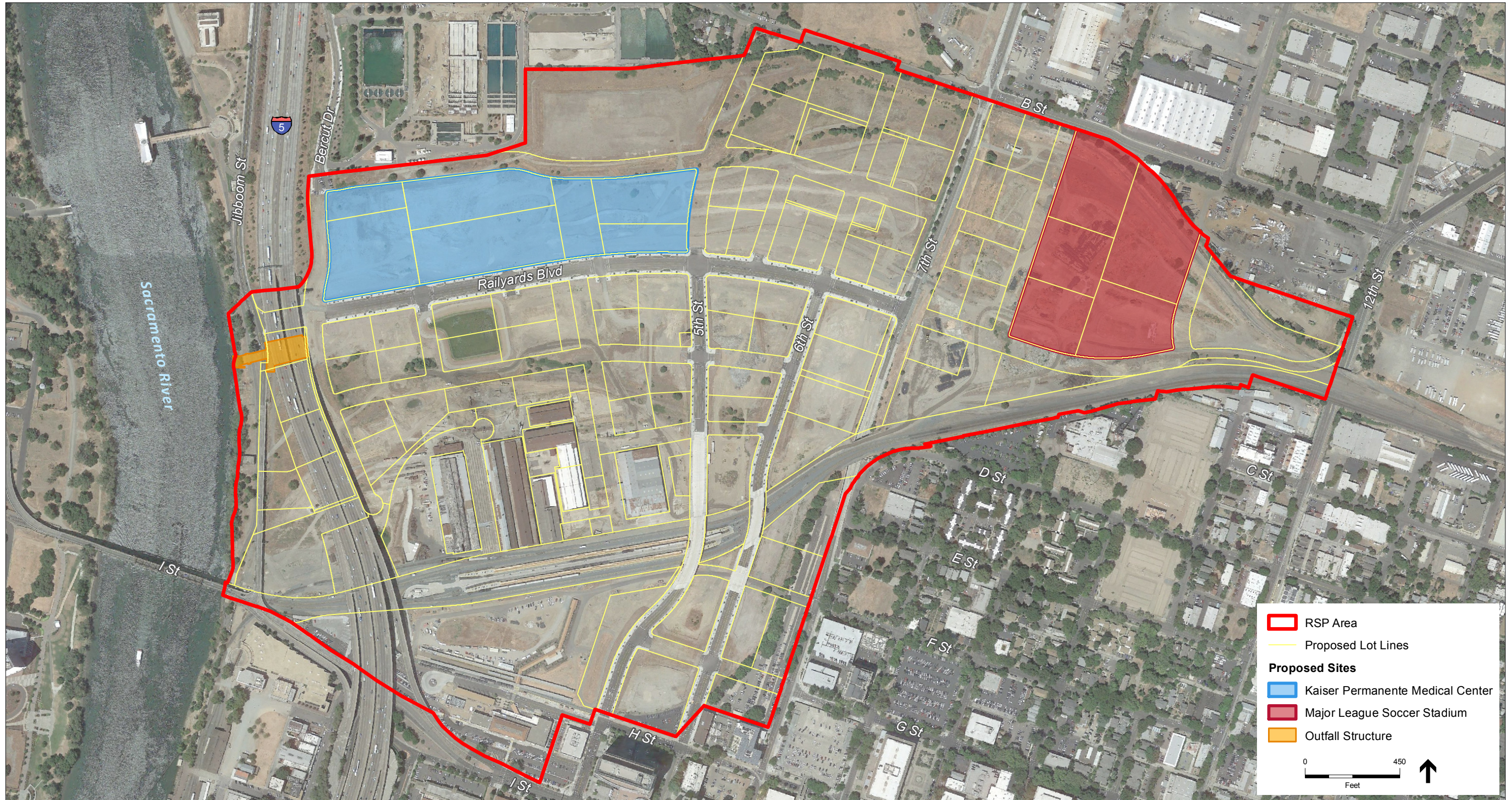
Like the 2007 RSP, the proposed RSPU would allow a broad mix of uses and densities of development in the RSP Area. The SEIR addresses development of a different mix of uses in the RSP Area than the 2007 RSP, calling for development of between 6,000 and 10,000 dwelling units (du), between 2,757,027 and 3,857,027 sf of office space, 514,270 sf of retail space, 718,003 sf of hospital uses, 510,000 sf of medical office uses, 491,000 sf of flexible mixed use space, 1,100 hotel rooms, 485,390 sf of historic/cultural space, a 25,000-ticketed attendee capacity sports and entertainment stadium, and 30 acres of open space (see **Table S-1 and Figure S-2**). As proposed, the RSPU would provide for medium- and high-rise single use and mixed use residential, retail, office, medical, and hotel structures. The project also would provide cultural/recreational facilities, including but not limited to the refurbished Central Shops buildings, as well as numerous public parks and walkways. The proposed RSPU would include a network of public streets with vehicular, bicycle, and pedestrian access, parking facilities, water, wastewater, and drainage infrastructure and facilities.

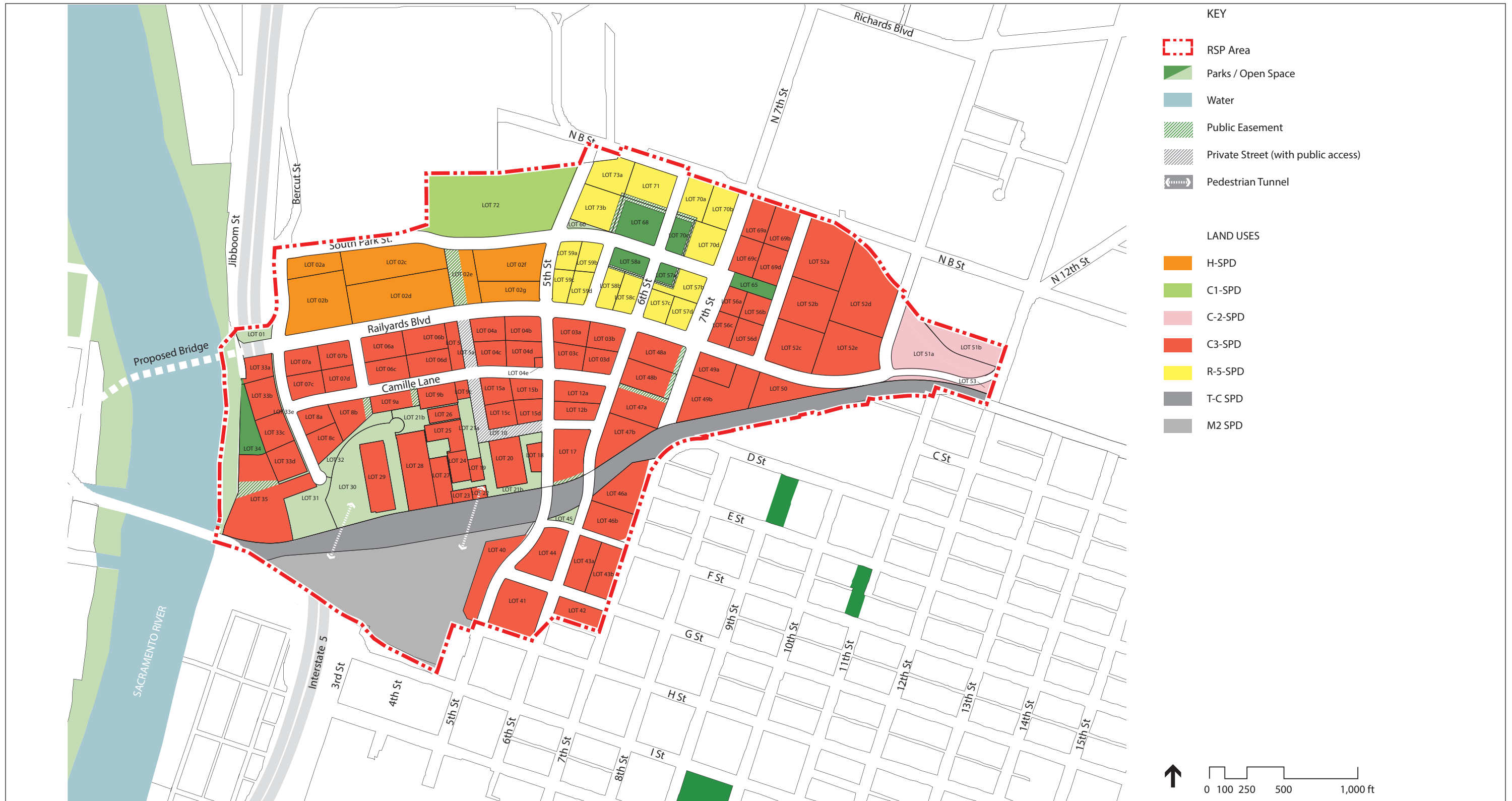
**TABLE S-1.
RSPU ASSUMED CAPACITY BY LAND USE TYPE**

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.

The RSPU would also include approximately 32 acres around the Sacramento Valley Station designated for the development of the Sacramento Intermodal Transit Facility (SITF), which would provide multiple modes of public transit service including bus, rail, light rail, and passenger auto. The proposed project would also include the potential future construction of a regional high speed rail station.





SOURCE: AECOM, June 2, 2016

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Figure S-2
Proposed RSPU Land Use

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. As part of the site grading, the northern embankment would be removed and graded to an elevation consistent with the elevation of North B Street.

Land Use Variant

The proposed RSPU provides land use designations that are anticipated to accommodate the proposed KP Medical Center in the West End District, and the proposed MLS Stadium in the East End District. It is anticipated that those projects would be implemented as indicated in the 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 MLS Stadium project sites. Under the Land Use Variant instead of the proposed KP Medical Center on Lots 2(a) through (g) 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-capacity 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 S-2** provides a summary of land uses under the Land Use Variant.

**TABLE S-2.
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.

Kaiser Permanente (KP) Medical Center

Within the RSP Area, Kaiser Permanente (Kaiser) is seeking approval of entitlements that would allow for the future development of a regional medical center that would replace Kaiser's existing

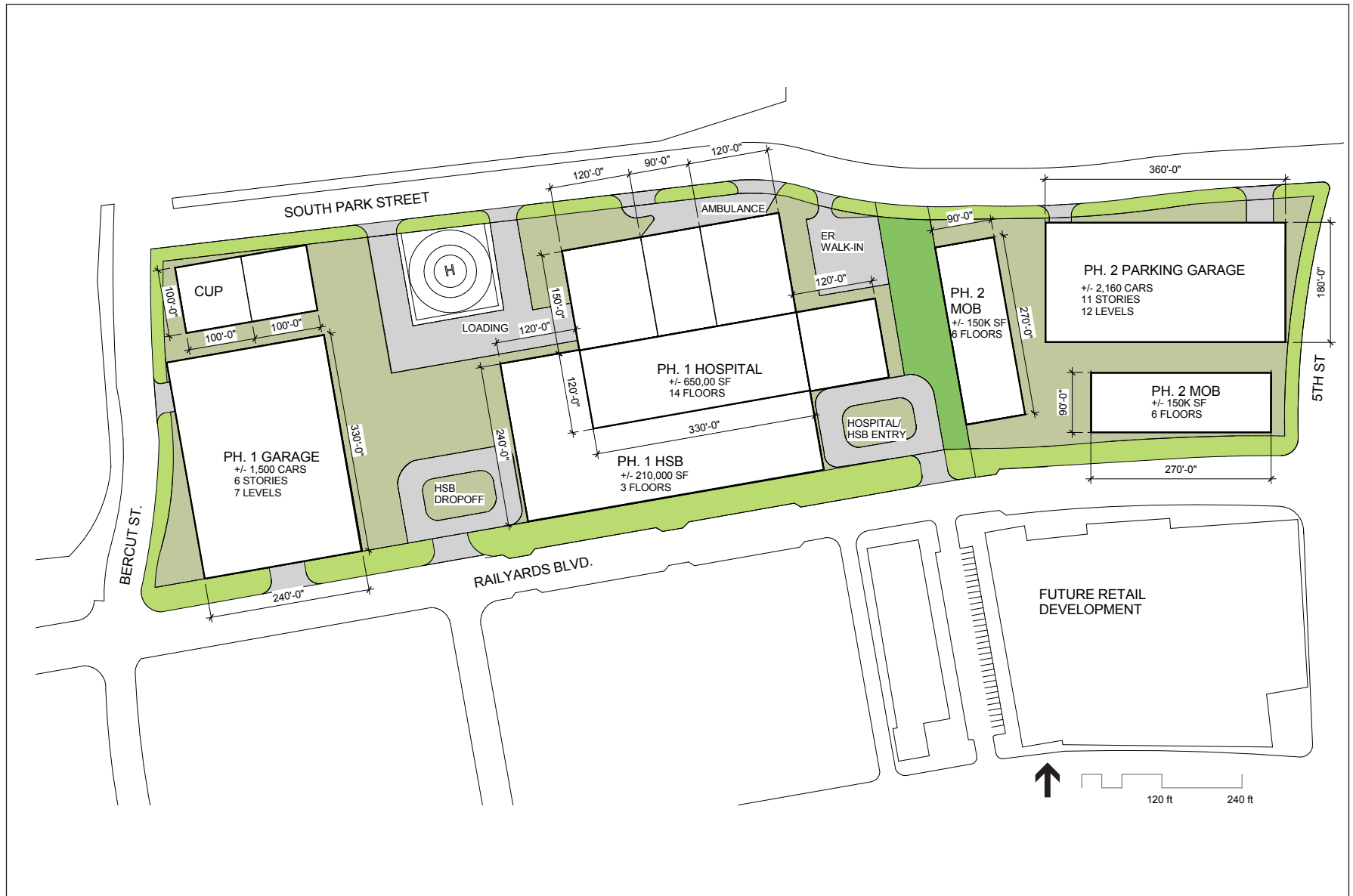
Morse Avenue Sacramento Medical Center which requires replacement pursuant to State seismic safety laws and regulations. The KP Medical Center would be constructed on an approximately 17.8-acre parcel proposed to be designated H-SPD, located in the western portion of the RSP Area, and bounded by Railyards Boulevard, 5th Street, South Park Street, and Bercut Drive. Based on illustrative plans prepared for this SEIR, the proposed KP Medical Center would be constructed in phases, and would ultimately include a 420-bed, 658,000 sf hospital, an adjacent and connected 210,000 sf Hospital Support Building, a total of 300,000 sf in two medical office buildings, a helistop to facilitate transfer of patients, a 60,000 sf Central Utility Plant, two 1,500 space parking structures, and associated vehicular circulation and parking in select surface lots (see **Figure S-3**).

Major League Soccer (MLS) Stadium

Sacramento Soccer and Entertainment Holdings, Inc. (SSEH) is seeking approval of entitlements and Site Plan and Design Review for a proposed 25,000-ticketed attendee capacity outdoor sports and entertainment stadium that would become the home of a new Major League Soccer (MLS) team. The proposed MLS Stadium would be located on an approximately 14.7-acre site on the eastern end of the RSP Area, generally bounded by Railyards Boulevard, 10th Street, 8th Street, and the former railroad embankment that forms the northern boundary of the RSP Area. The proposed MLS Stadium would accommodate approximately 37 sports and entertainment events each year, ranging in attendance from a few thousand to over 27,000 for infrequent very large events (see **Figure S-4**). It is anticipated that MLS soccer games would attract sold out crowds of approximately 25,000. The MLS Stadium would be an enclosed rectangular stadium structure, with a concrete seating bowl surrounded by a façade made of tubular metal and translucent panels with a roofline approximately 90-feet in height. The stadium structure would be surrounded by approximately five acres of open plaza areas that would accommodate event attendees and entertainment activities, including occasional outdoor music events.

Stormwater Outfall

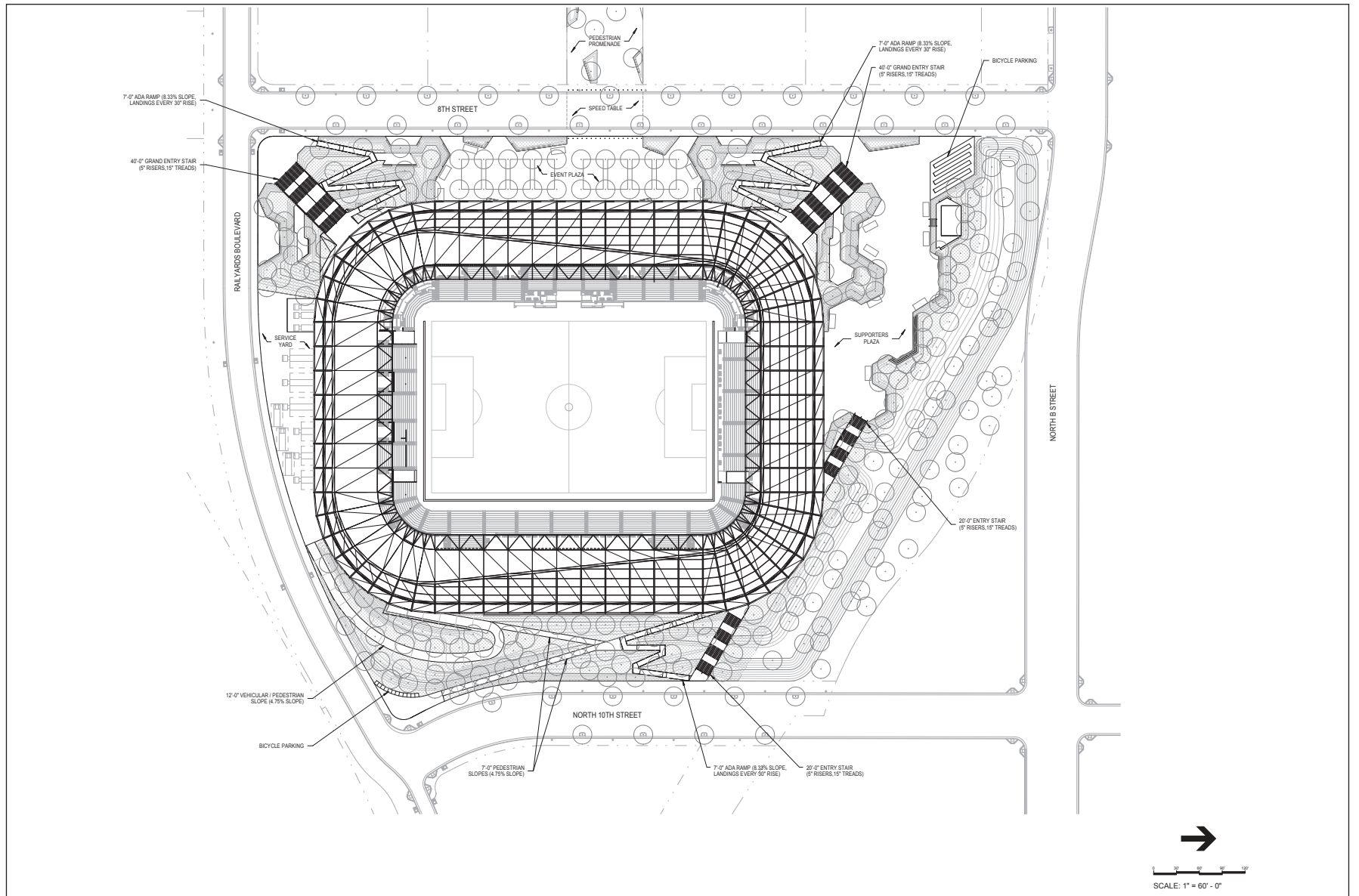
On the far western edge of the RSP Area, the RSPU applicant has proposed construction of a Stormwater Outfall that would discharge stormwater and other runoff to the Sacramento River. The proposed Stormwater Outfall would include a pump station that would be constructed on a parcel located under the elevated Interstate 5, and would then be connected to a outfall structure on the east bank of the Sacramento River via a set of underground pipes that would pass over the designated Sacramento River levee (see **Figure S-5**). The outfall structure would be located immediately above the summertime water level, and would be submerged during higher flows. Stormwater and other runoff from a majority of the RSP Area would be directed to the pump station and outfall through a drainage system that would be constructed throughout the RSP Area.



SOURCE: LIONAKIS 2016

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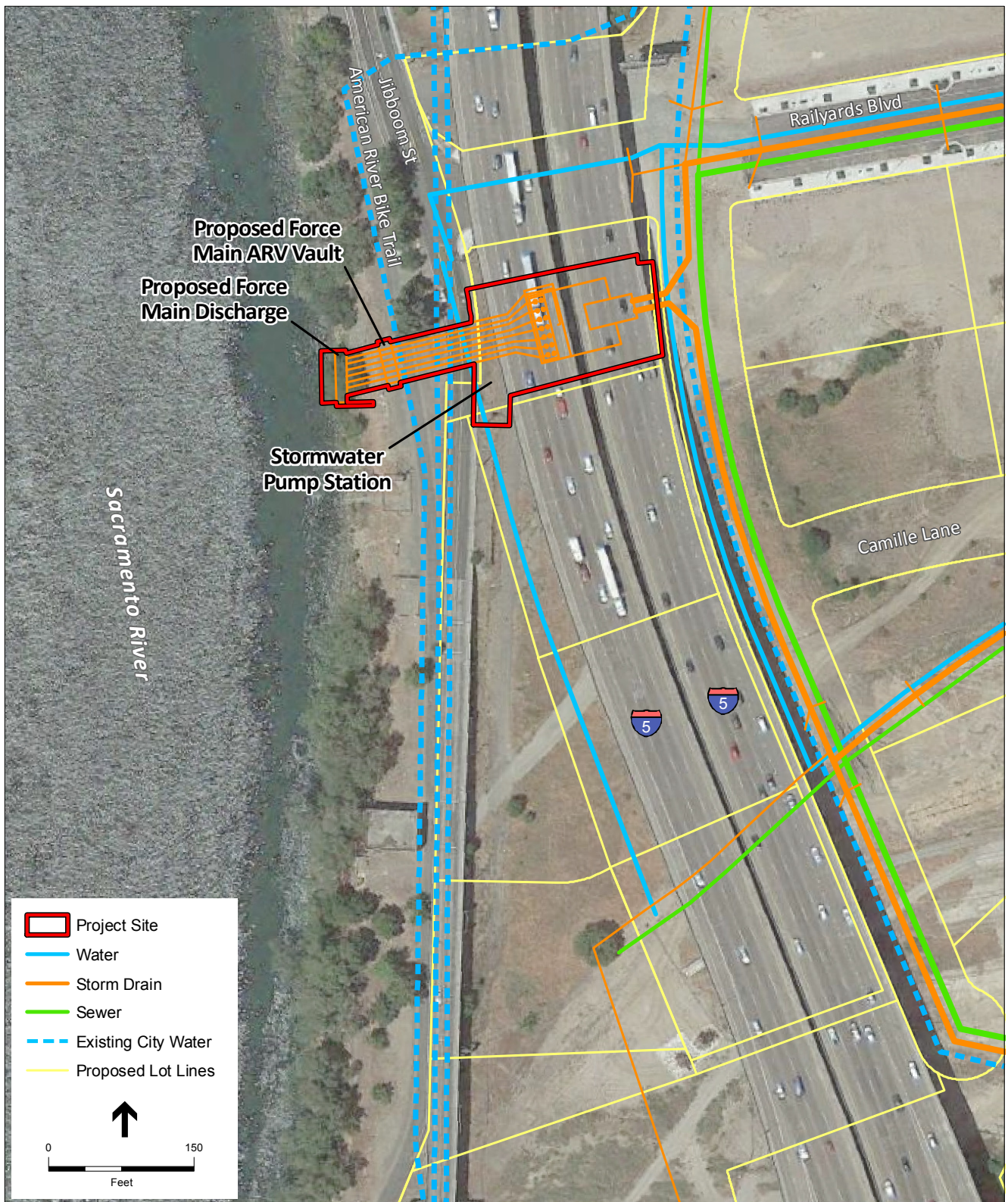
Figure S-3
Illustrative Site Plan: KP Medical Center - Phase 2



SOURCE: HNTB 2016

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Figure S-4
MLS Stadium Conceptual Site Plan



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

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Figure S-5
Pump Station and Outfall Site

Notice of Preparation Comments

During the public comment period on the Notice of Preparation (NOP), June 26, 2015 through July 30, 2015, the City of Sacramento received 12 written comment letters regarding the Proposed Project (see Appendix A for the NOP and Comment Letters). The comment letters included a number of comments pertaining to the project and the scope of the SEIR. The comments requested that the SEIR include analysis of issues such as:

- The planned mix of uses in the RSPU, and the related effects on trip making and travel modes;
- Effects on roads and bridges in West Sacramento, including the proposed Streetcar system;
- Effects on the regional highways and interchanges;
- Circulation planning and modes of travel for attendees at events at the MLS Stadium;
- Adequacy of bicycle access to and from the RSP Area, as well as bicycle access and parking for the proposed KP Medical Center and MLS Stadium projects;
- Construction and operational emissions of criteria pollutants, as well as greenhouse gas emissions;
- The provisions in the proposed RSPU for preservation of the historic Central Shops;
- Light, glare, and noise potentially emanating from the proposed MLS Stadium;
- Energy efficiency and effects on the local electricity system; and
- The status of remediation activities in the RSP Area, and potential effects of the proposed RSPU on those activities.

These issues are discussed in Chapter 4, Environmental Setting, Impacts, and Mitigation Measures.

Environmental Effects

The following discussion provides an overview of the key environmental effects of the proposed projects. It is organized to summarize the effects of the proposed RSPU, which includes the KP Medical Center, MLS Stadium, and Stormwater Outfall, and to identify the unique effects of the individual proposed projects. This overview does not constitute a complete summary of every effect of the project described in the Draft SEIR, but rather it contains a description of those impacts that the City considers the principal environmental impacts of the proposed projects. At the end of this chapter, Table S-2, Summary Table of Impacts and Mitigation Measures, includes a complete summary of all impacts and mitigation measures described in Chapter 4 of the Draft SEIR.

In addition, **Table S-4**, Summary Comparison Table presents the impacts identified in the 2007 RSP EIR and a summary comparison of the magnitude of the impacts of the 2007 RSP and the proposed RSPU.

Railyards Specific Plan Update

Aesthetics, Light and Glare

The proposed RSPU would change the visual character of the RSP Area from an undeveloped former industrial area to a highly urbanized set of five distinct districts comparable in visual character to Sacramento's Central Business District and immediately surrounding neighborhoods, developed around the visually prominent Central Shops buildings. Views of the RSP Area east of I-5 would be substantially changed, particularly from locations that afford prominent views into the Railyards, such as from the elevated I-5 freeway, and views east and west from 7th Street that traverses the RSP Area. The proposed RSPU would include adoption of an updated set of Railyards Design Guidelines that would be intended to create a unified identity within the RSP Area, with buildings that are compatible in scale, design, character, quality and style.

Compared to the 2007 RSP, it is anticipated that the RSPU would result in the construction of fewer high-rise buildings, and more large floor plate, mid-rise buildings, in the RSP Area on blocks of varying sizes. These changes would tend to decrease visual sense that the RSP Area is be an extension of the Central Business District. Instead the RSP Area would visually appear distinct, as a transition both in terms of height, scale and massing between the CBD and the lower density River District. Although the proposed RSPU would result in modest changes in the street-wall heights and building massing in the RSP Area, similar to the 2007 RSP the RSPU would transform the visual character of the RSP Area from an undeveloped and visually blighted area adjacent to downtown Sacramento to an urbanized extension of the Central City.

Views to and from the RSP Area would, for the most part, not be materially affected or would be improved. The increase of the planned street-wall height on Block 46 on the west side of 7th Street between F Street and the UPRR tracks, however, would adversely affect the visual character of this portion of the corridor, reducing views, sky access, and sunlight to residential and office uses on the east side of 7th Street.

The height of development that would be allowed in the Riverfront District would conflict with the character of the riverfront between Old Sacramento and the Jibboom Street viaduct. The development in this District would reduce the degree of visual access to the River both at the pedestrian level and from the elevated section of I-5 and could result in conflicts with the direction of policies of the 2035 General Plan.

The construction of new buildings that could reach as high as 25 to 30 stories (300 to 360 feet) in the East End District, as well as the proposed MLS Stadium at a height of 90 feet with an open roof, could result in light spillover onto adjacent residential properties in Alkali Flat and two residences on Water Street. The effects described for the proposed RSPU would be similar to those described for the 2007 RSP, although somewhat exacerbated by the effects of the light associated with the proposed MLS Stadium in the East End District.

Further, intense glare during the summer would create heat islands which could limit the usefulness of open spaces and/or cause substantial increases in energy use for building air conditioning. Because the details of construction materials to be used in the future are unknown, it is possible that the cladding of future buildings could cause substantial increases in the amount of glare in the project area if the surfaces of structures are highly reflective.

A range of mitigation measures would be available to address size and scale concerns on 7th Street and in the Riverfront District, offset potential spillover light, and avoid hazardous glare effects. Additional height controls would be added to sensitive areas in the 7th Street corridor and in the Riverfront District. During construction, contractors would be required to shield lights or to direct them away from nearby light-sensitive uses. Over the long-term, spillover light impacts could be mitigated by implementing a range of measures to reduce lighting at any residential property to a level that typically would not disturb sleep or other interior activities. Notwithstanding the implementation of these measures, development of the MLS Stadium on a site that is currently vacant and dark would result in a substantial change in the existing environment and could result in unavoidable spillover light on nearby residential properties.

Air Quality

The proposed RSPU would be consistent with the growth projections for the RSP Area contained in the Sacramento Area Council of Government's (SACOG's) Metropolitan Transportation Plan/Sustainable Communities Strategy. However, at buildout the proposed RSPU would generate unmitigated operational emissions of reactive organic gasses (ROG) and nitrogen oxides (NO_x) that would exceed 65 pounds or more of NO_x or 65 pounds or more of ROG per day. If not mitigated, the pollutant emissions generated during future operations of development pursuant to the proposed RSPU could conflict with or obstruct implementation of applicable air quality plans. The provisions of the proposed RSPU, combined with requirements embedded in regulatory documents such as the City's Climate Action Plan, CALGreen, and Title 24 would result in a reduction in emissions of at least 15 percent, which would bring the proposed projects into compliance with the air quality plans, so that this impact would be less than significant.

Construction and operation of land uses developed pursuant to the proposed RSPU would generate air emissions. Construction activities would generate significant impacts from emissions of NO_x, small particulate matter (PM₁₀), and fine particulates (PM_{2.5}). These impacts could be mitigated through the inclusion of SMAQMD Basic Construction Emission Control Practices, SMAQMD Enhanced Exhaust Control Practices, SMAQMD Fugitive Dust Control Practices, and payment of off-site mitigation fees that are used to implement actions that reduce NO_x, PM₁₀, and PM_{2.5} in the air basin. With implementation of mitigation measures, PM_{2.5} and PM₁₀ emissions would be mitigated to a less-than-significant level, however emissions of NO_x would remain significant and unavoidable.

On an operational basis, most air pollutant emissions associated with the proposed RSPU would be created by motor vehicle travel to and from the RSP Area. The mixed-use character of the

future development, combined with proximity to other uses in downtown Sacramento and close-by transportation and transit options, would tend to decrease the relative amount of trip generation and vehicle miles travelled from the future development in the RSP Area. While there would be no predicted exceedances of carbon monoxide (CO) standards, despite the effects of the VMT-reducing factors, the overall amount of development in the RSPU would result in significant impacts on operational emissions of PM₁₀ and PM_{2.5} and ozone precursors (ROG and NO_x). These significant impacts would occur on days with and without MLS Stadium events. Despite the ability of the proposed RSPU to reduce pollutant emissions by at least 15% through the provisions of the proposed RSPU, combined with requirements embedded in regulatory documents such as the City's Climate Action Plan, CALGreen, and Title 24, the sheer size of the proposed RSPU development means that the SMAQMD significance threshold would continue to be exceeded, making these impacts significant and unavoidable.

Diesel particulate matter (DPM) represents the primary toxic air contaminant (TAC) of concern in the RSP Area. Exposure of sensitive receptors - both existing residences near the RSP Area and future new residences in the RSP Area - is the primary factor used to determine health risk. Operational DPM emissions were evaluated through the preparation of a health risk assessment (HRA) assuming full RSPU buildout conditions. Since construction durations for the proposed RSPU would constitute a small percentage of the total 70-year exposure period used for health risk evaluations, TACs generated during construction would not be expected to result in concentrations causing significant health risks and operation of the proposed projects would result in less-than-significant health risks. For operations, all of the land use options would result in cancer risks below the SMAQMD's threshold for stationary projects of 10 per million and acute and chronic health hazards below SMAQMD's threshold of 1.0. Consequently, the construction and operational health risks for the proposed RSPU would be less than significant.

The most frequent winds at the RSP Area are southwest winds; however, less frequent but stronger north, northwest, south, and southeast winds could create hazardous wind conditions. Under the proposed RSPU, future development of mid- and high-rise buildings, especially in the western and northern portions of the RSP Area, could create hazardous ground-level wind conditions. These impacts would be mitigated to a less-than-significant level through measures requiring evaluation by qualified wind experts, including potentially wind tunnel testing, and implementation of the expert recommendations.

Biological Resources

The RSP Area has been extensively disturbed by past and ongoing transportation, commercial, and industrial activities, as well as soil remediation work. Today habitats that are present in the RSP Area include annual grassland, constructed basin, developed, vacant, and valley foothill riparian.

Although annual grassland is sometimes considered suitable foraging habitat for the Swainson's hawk, the annual grassland within the RSP Area is comprised mainly of weedy species and is

disconnected from other Swainson's hawk foraging areas. The proposed projects could result in loss of a small quantity of low quality Swainson's hawk foraging habitat, which is considered a less-than-significant impact. While the foraging quality of the site is low, nesting Swainson's hawks have been recorded in mature riparian trees along the Sacramento River within one mile of the RSP Area. There are mature riparian trees along the Sacramento River, and other emergent trees within vacant habitats within RSP Area that provide potential nesting habitat for other raptor species as well. Potential impacts on nesting raptors, including Swainson's hawks, can be mitigated through a requirement for pre-construction nest surveys, and, if necessary, establishment of buffers around nesting trees.

The largest remaining nesting colony of purple martin, a type of swallow that nests in tree hollows and weep holes of bridge structures, is located under the elevated viaduct of the I Street Bridge, adjacent to the Riverfront District of the RSP Area. It is one of only four remaining purple martin nesting colonies in the Central Valley, all in the Sacramento area. Construction of planned development on Block 35 could obstruct flight paths to and from nests, loss of nesting material collection sites, and increased exposure to predators, potentially reducing the success of the I Street Bridge colony. Evidence suggests that the purple martin population is declining throughout the area and the colony could cease to exist due to reasons unrelated to the proposed RSPU. The City's I Street Bridge Replacement project, which is separate from the RSPU, proposes to remove the I Street Bridge viaduct, which would remove the current nesting habitat. Although these threats to the continued success of the colony are present, if the purple martin colony remains when development is initiated on Block 35, the proposed RSPU could adversely affect the colony.

The effects of the proposed RSPU could be mitigated through preparation and implementation of a Purple Martin Monitoring and Management Plan, which would establish land use and building design criteria, landscape design and maintenance requirements, as well as ongoing management actions. However, in light of the downward trend of the I Street Bridge purple martin population, and uncertainty of factors other than habitat modifications affecting the I Street colony of purple martin (i.e., disease, neonicotinoid pesticides), the Purple Martin Monitoring and Management Plan cannot be guaranteed to mitigate for impacts to the I Street Bridge martin colony. Thus the impact of implementation of the proposed RSPU on nesting birds would remain significant and unavoidable.

Elderberry shrubs are habitat for the federally-listed threatened valley elderberry longhorn beetle (VELB). Surveys conducted in 2015 and 2016 identified elderberry shrubs at five separate locations within, and at two locations immediately adjacent to the RSP Area. The proposed RSPU would result in significant impacts to elderberry shrubs, the host plant for the VELB. Mitigation measures would require compensation for any elderberry shrubs that require removal.

Potential roosting habitat for the protected bats is present within dense-foliaged trees within the RSP Area, as well as under the I Street Bridge, the elevated structure of I-5, and within the

Central Shops Historic District and the Sacramento Valley Station buildings. The proposed MLS Stadium and KP Medical Center do not contain suitable habitat for roosting bats. Development pursuant to the proposed RSPU could result in removal or disturbance to pallid bat or hoary bat maternity roosts. Mitigation would involve pre-construction surveys to identify any maternity roosting sites within 100 feet of project activities, and if found, observance of no-disturbance zones around those sites.

Landscape lighting, nighttime vehicle traffic, and high-rise buildings in the portion of the RSP Area to the west of I-5 could result in increases in artificial ambient lighting conditions that could spillover onto the Sacramento River, where it could interfere with the movement of migratory fish species within the Sacramento River by creating artificial visual conditions and/or increase predation opportunities for non-native predatory fish species. Required mitigation measures would reduce potential night lighting impacts by ensuring no lighting is directed towards the river, and light spillover is minimized in areas within portions of the RSP Area west of I-5.

Cultural Resources

The RSP Area is located a part of Sacramento known to contain pre-historic artifacts and with a historic-era record going back to the Gold Rush era. The RSP Area has environmental attributes, such as the confluence of two major rivers and elevated areas suitable for habitation, to support a wide range of prehistoric resource types, from long-term occupation sites to isolated artifacts. Extensive ground disturbance has occurred throughout the extensive remediation activity in the RSP Area, and no prehistoric resources have been definitively identified. Nevertheless, Native American tribal representatives have indicated that there may have been three cemetery locations within the RSP Area based oral history information.

While there has been extensive disturbance during the remediation process, areas within the RSP Area could still contain a variety of important prehistoric and historic-period resources. The proposed RSPU would include construction involving ground-disturbing activities that could damage or destroy potentially significant buried resources, including human remains, or submerged archaeological sites. Preparation and implementation of Archaeological Treatment Plans in sensitive areas, and accidental discovery procedures during construction throughout the RSP Area, would lessen anticipated impacts to archaeological resources by ensuring that previously unidentified archaeological resources are protected.

The RSPU would include the rehabilitation and adaptive reuse of the historic Central Shops buildings. New construction designs that do not recognize and reflect the importance of these features in their construction plans could fail to preserve or highlight the character of the district. Failure to sympathetically incorporate these features into surrounding design plans would result in a significant impact to the historic district. Mitigation through preparation of and compliance with an Historic District Plan for the Central Shops, in conjunction with compliance with the Secretary of Interior Standards for the Treatment of Historic Properties for any new construction in the Central Shops District, and review and coordination with the City of Sacramento

Preservation Director or the Preservation Commission pursuant to the requirements of the Preservation Development Project Site Plan and Design Review process, would reduce anticipated impacts on the Central Shops Historic District to a less-than-significant level.

Based on analysis undertaken in the SEIR, it is expected that any effects on features outside of the historic Central Shops or in the Alkali Flat Historic District would be less than significant.

The City of Sacramento and surrounding area are not highly sensitive for paleontological resources. Nonetheless, if such resources are present, they could be damaged or destroyed during project excavation, pile driving, utilities and/or and related construction activities. Mitigation requires that work cease if paleontological resources are discovered during construction, and that the resources are appropriately evaluated and either avoided or, if avoidance is not feasible, that a treatment plan be prepared and implemented. With mitigation, impacts on paleontological resources would be less than significant.

Energy Demand and Conservation

The analysis presented in the Energy Demand and Conservation section complies with the requirement in Appendix F of the CEQA Guidelines for an evaluation of a proposed project's potential energy implications and encourages measures to avoid or reduce the inefficient, wasteful, or unnecessary consumption of energy. The analysis presents estimates of construction and operational demand for electricity, natural gas, and transportation fuels. Based on the estimates of energy consumption, construction and operation of the proposed RSPU would be accomplished without the addition of energy infrastructure that could result in adverse environmental effects.

In addition, the analysis considers the potential for wasteful or inefficient use of energy, and concludes that development pursuant to the proposed RSPU would be designed and operated to minimize the use of electrical, natural gas, and transportation fuel energy. Future development in the RSP Area would comply with State and local regulations that increase the efficiency of operations. In addition, the proposed KP Medical Center project would achieve LEED Silver certification or equivalent. The proposed MLS Stadium would be designed and constructed to achieve the US Green Building Council's Leadership in Energy and Environmental Design (LEED) equivalent energy and environmental design to the extent feasible. For these reasons, the proposed RSPU would not result in the wasteful or inefficient use of energy.

Geology, Soils, and Seismicity

The SEIR evaluates the potential for construction and operation of the proposed RSPU to result in adverse impacts associated with geologic and soil constraints, such as settlement and slope instability, seismic hazards, and the loss of mineral resources. Because of the geologic and topographic characteristics of the RSP Area, the possibility of adverse effects related to the exposure to earthquake fault rupture, landslides and unstable soils, and loss of access to important mineral resources is not substantial.

Construction pursuant to the proposed RSPU near or adjacent to the existing historic Central Shops buildings could result in temporary instability in the soil surrounding the existing historic buildings. Such impacts could be avoided through implementation of measures that would require monitor and/or stabilize and reinforce historic structures prior to trenching or other construction activities within 50 feet of historic buildings.

Global Climate Change

The assessment of effects on global climate change focuses on the project's consistency with the City of Sacramento's recently adopted Climate Action Plan (CAP). The evaluation considers the proposed RSPU in comparison to the City's CAP Consistency Checklist. The CAP Checklist considers such issues as:

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

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

Hazards and Hazardous Materials

The RSP Area served as the principal locomotive and maintenance rebuilding facility for the Central Pacific Railroad, and later Southern Pacific Railroad, starting in 1863. Many different industrial operations occurred at the RSP Area over its history. Industrial activities ceased in the mid-1990s and are no longer performed on the site; however, these historic activities involved on-site disposals, spills, and other releases of hazardous chemical products and items containing hazardous substances that resulted in soil and groundwater contamination. Soil within the RSP Area contained metals (primarily lead), petroleum hydrocarbons, volatile organic compounds, and asbestos. The metals, petroleum hydrocarbons, and volatile organic compounds ultimately led to degradation of shallow groundwater underlying the site. Additional information on the types and extent of contamination is set forth below and discussed at greater length in section 4.8, Hazards.

Investigation and remediation of hazardous substances in the RSP Area has been ongoing since 1988 pursuant to an Enforceable Agreement between the UPRR (formerly Southern Pacific) and the California Department of Toxic Substances Control. Today the soils within a majority of the RSP Area are largely remediated, and groundwater remediation systems are in place and will operate for decades to come. DTSC concluded that the property subject to the Enforceable Agreement, as remediated and when used in compliance with the Environmental Restrictions of a 2015 Land Use Covenant (LUC), would not present an unacceptable risk to present and future human health or safety or the environment. The 2015 LUC applies to properties that have been certified as remediated, and are owned by DRV. The 2015 LUC requires implementation of a Railyards Projects Soil and Groundwater Management Plan (SGMP) for certified properties. The Plan describes required management, handling, and procedures associated with encountered soil, groundwater, and general waste streams with the potential to require special handling. The proposed RSPU also requires that DRV properties that have yet to be remediated and/or certified also comply with the SGMP. Most other properties within the RSP Area that are not owned by DRV have also been remediated, and are subject to separate land use covenants that govern land uses developed on those sites, as well as related construction activities.

A small portion of the RSP Area has not been remediated—the West Jibboom area, which is not owned by DRV. The only element of the RSPU that would occur within this area is the portion of the Stormwater Outfall outside of the DRV-owned property (west of Jibboom Street and on the riverbank). Because it is not covered by an existing land use covenant or the SGMP, there is a risk that construction workers could be exposed to contaminated soils, if they are present on that site. Mitigation requiring that if suspect soils are encountered, work stop until the soils can be investigated and remediated if needed, would reduce this impact to a less-than-significant level.

The proposed RSPU involves renovation and/or restoration of the Central Shops buildings that could release asbestos, lead-based paint, or other hazardous substances, to the environment if not properly identified, removed, contained, and transported. Compliance with applicable laws and regulations at the federal, State, and local levels would prevent the exposure of individuals and the environment to the hazards. Therefore, risk of exposing people to asbestos containing materials, lead-based paint or other hazardous materials would be less than significant.

Two contaminated groundwater plumes are located below the RSP Area. Dewatering activities associated with construction could expose construction workers to contaminated groundwater from these plumes and/or interfere with groundwater remediation activities. As discussed above, most of the RSP Area would be subject to land use covenants and/or the SGMP, which govern various construction activities, including dewatering. Therefore, impacts associated with groundwater contamination would not be significant for these properties. The Stormwater Outfall would be located on a site not subject to the SGMP or land use covenants. Therefore, mitigation is recommended to ensure that if evidence of groundwater contamination arises, it is appropriately investigated and handled. With mitigation, this impact would be less than significant.

Despite the presence of land use covenants and the SGMP, the potential future use of porous utility lines (e.g., terra cotta drain pipes), could result in infiltration by contaminated groundwater or volatile contaminants in soil vapor that could contaminate water flowing through the pipes. The SEIR includes mitigation measures that would require installation of features such as membrane barriers, concrete trenches, and venting, along with routine monitoring, to ensure no adverse effects on water quality.

Hydrology and Water Quality

For the most part, potential effects of the proposed RSPU related to flooding and water quality would be avoided through required compliance with a complex set of permits, codes, and other regulatory plans overseen by the City, County, the Sacramento County Regional Sanitation District, and the Central Valley Regional Water Quality Control Board. While the RSP Area is within an area protected from the 100-year flood, in the vicinity of the RSP Area, the existing storm drainage facilities, including the Combined Sewer System and Basin 52, are subject to flooding during intense storms due to insufficient capacity; thus, runoff of storm drainage from the RSP Area requires construction of a new system that would convey runoff to the proposed Stormwater Outfall. By designing the project stormwater systems to avoid project runoff from entering the City's Combined Sewer System, the proposed RSPU would not exceed current peak flows, and the potential effect would be less than significant. Further, because the area is protected from major floods by the regional flood protection system, the proposed lowering of the northern embankment and the maintenance of a minimum 31-foot elevation along the alignment of the UPRR tracks, the proposed project would not adversely affect either regional or local flooding conditions.

Noise and Vibration

The RSP Area is close to a number of residential buildings that are home to people who would meet the definition of sensitive noise receptor, including the nearby Lofts at Globe Mills near 11th and C Streets, the Creamery at Alkali Flat project (currently under construction), homes and apartments along D Street in Alkali Flat, two homes located on the south side of Water Street near the intersection with Bannon Street, the Dos Rios public housing project at North 10th and North D Streets, the Cannery Place Apartments at the Township 9, the Quinn Cottages near North A and North 14th Streets, and the Ping Yuen Apartments and Riverview Plaza on I Street. In addition, the KCRA studios located at D Street between 9th and 10th Streets is an unusual circumstance of a business that, because of live broadcasting throughout the day and evening, is uniquely sensitive to loud noises and such disturbances. Finally, the buildings in the Central Shops Historic District could be sensitive to vibration created during construction.

Residents and other users of adjacent buildings would be exposed to noise from construction activities within the RSP Area, as well as game noise and other amplified sound created during events and from increased traffic on downtown streets. During construction, especially in the East End District, demolition, excavation, and construction activities would generate noise levels during day and night times that would disturb people and interrupt sleep and noise sensitive work

activities. The same activities in the vicinity of the historic Central Shops buildings could generate vibrations that could damage nearby buildings. These noise levels would exceed standards established in the City Noise Ordinance.

These construction noise and vibration impacts would be mitigated through the implementation of measures used in combination to reduce construction noise and to block noise (i.e., prevent it from reaching sensitive receptors). Mitigation measures would reduce noise and vibration to a maximum extent feasible and, in doing so, would avoid any potential for the creation of noise that would harm public health or safety. The measures would require use of the best available noise reduction techniques and equipment, shielding of sensitive receptors, monitoring and the establishment of a noise disturbance coordinator with the authority to stop construction activities. The measures would require monitoring of building conditions and repair of any damage that might occur to adjacent or nearby buildings. However, despite the implementation of all potentially feasible mitigation measures, in this urban setting the close proximity of sensitive receptors to the project site would mean that construction noise impacts would remain significant and unavoidable.

In addition to construction noise, the proposed RSPU would add traffic to area streets that would experience marginal increases in ambient noise levels. Future traffic increases associated with the development of the proposed RSPU would result in noise increases along roadway segments in the vicinity of these proposed projects that would expose nearby sensitive receptors to substantial noise increases over baseline conditions. However, the incremental project traffic would cause minor increases in noise levels that would exceed the City's Exterior Incremental Noise Standards. While these incremental increases would be barely perceptible, there are no feasible mitigation measures available to reduce the noise increases to less-than-significant levels.

Helicopter noise is addressed under KP Medical Center, below. Game and sound system generated noise originating from events at the proposed MLS Stadium are addressed under MLS Stadium, below.

Public Services

The evaluation of public services effects of the proposed RSPU considers impacts related to police protection, fire protection, schools, parks and recreational facilities, and libraries.

Police Services

The Sacramento Police Department (Sacramento PD) would provide police protection to the RSP Area, and traffic management, as appropriate, before and after events at the proposed MLS Stadium. The proposed RSPU would generate demand for additional police protection services due to the increases in population resulting from RSPU housing development. Since the 2007 RSP EIR was certified, the Richards Police Facility has been built 0.5 miles to the north of the RSP Area, and could provide services to population of the RSP Area. In addition, the residences

and businesses in the RSP Area would pay taxes and fees to finance the City's General Fund and thereby fund Sacramento PD services.

Fire Protection Services

Fire protection would be provided by the Sacramento Fire Department (SFD). The RSPU would result in new employees, residents and visitors within the RSP Area, and this increased activity would increase demand for fire protection and emergency services. The proposed RSPU would support approximately 12,600 to 21,000 residents, along with non-residential (e.g., commercial, medical) uses, and therefore increase demand for fire protection services. The RSPU provides for a fire station at one of two locations within the RSP Area, either the southeast corner of Railyards Boulevard and 7th Street or the northeast corner of Railyards Boulevard and 10th Street.

Although Station #2 at 13th and I Street is at capacity, sufficient combined capacity exists among the four stations in the RSP Area vicinity (Stations #1, 2, 5, and 14) to meet the increased call volumes projected to be generated by development pursuant to the proposed RSPU. Although the construction of a new fire station is not required to serve the proposed RSPU, an additional fire station in the RSP Area would provide additional capacity to respond to calls.

Public Schools

The RSP Area is served by two school districts, Sacramento City Unified School District (SCUSD) and Twin Rivers Unified School District (TRUSD). In the SCUSD, the RSP Area would be served by three schools: William Land Elementary School, Sutter Middle School, and C.K. McClatchy High School. In the TRUSD, the RSP Area would be served by Woodlake Elementary School, Rio Tierra Junior High School, and Grant Union High School.

The proposed RSPU could generate as many as 2,600 students, which would need to be accommodated at SCUSD and TRUSD schools. Existing elementary schools could not accommodate all of the new students under existing conditions, even if a school is built within the RSP Area. As a result, additional school facilities and equipment would be required to serve both scenarios. Project developers would be required to pay applicable school impact fees. SCUSD and TRUSD have the ability to incorporate additional capacity at existing schools (through, for example, portables) and to build new schools over time, if needed to serve increased enrollment. Further, an elementary school could be constructed within the RSP Area. As explained in the section 4.10, Public Services, California law provides that payment of the required fee is complete mitigation for any impacts to schools.

The California Education Code establishes threshold for development of new school sites, including measures to be taken if a school is proposed within 1,500 feet of a railroad track due to the potential risk to students. Placement of a school on any parcel within 1,500 of the tracks would be considered a significant impact. Mitigation is recommended to ensure that proper precautions are taken to protect students from potential hazards resulting from placing a school near a railroad track.

Parks and Recreation Facilities

The proposed RSPU would include up to 6,000 to 10,000 housing units and support 12,600 to 21,000 residents. This increase in population and employees would create an additional demand for parks and recreational facilities within the RSP Area and, more generally, the Central City area. The proposed RSPU would provide approximately 30 acres of parks and open space but this would not meet the City's identified demand for parks using City standards.

The SEIR includes a mitigation measure that would ensure that residential needs are met through dedication of parks and open space, payment of in-lieu fees and/or provision of "turnkey" parks improvements.

Public Libraries

The Sacramento Public Library (SPL) would serve residents in the RSP Area. The proposed RSPU would support approximately 12,600 to 14,000 residents, which would increase demand for library services. This population was anticipated in the 2007 Sacramento Public Library Facilities Master Plan, so no new libraries would need to be built. In addition, new development, as well as residents and businesses, would pay taxes and fees that would be available to finance the existing library system and support future service needs.

Transportation

The analysis of transportation and circulation effects of the proposed RSPU involves an assessment of potential effects on roadways, freeways, transit facilities, and bicycle and pedestrian facilities.

The analysis studied effects during several time periods, including weekday AM and PM peak hours, and the weekday pre-event peak hour for MLS Stadium events. A detailed study was completed to identify reasonable expectations for use of non-automotive modes of transportation to and from the RSP Area, including transit, walk, and bicycle. The conclusions of that study are that under baseline conditions, approximately 12.7% of the daily trips would be "internalized" (i.e., remain within the RSP Area due to the project's mixed use nature), and approximately 19.2% of daily external trips would be made with non-automotive modes, including 7.3% by transit, and about 11.9% by foot or bicycle. In the long term, under cumulative conditions, it is anticipated that approximately 13.8% of the daily trips would be remain internal, and non-automotive travel would constitute 22.9% of external travel to and from the RSP Area, with transit use increasing to approximately 9%, and walk and bicycle use rising to 13.9% of daily trips.

Area Intersections

The RSPU proposes an internal roadway network that would be sized to accommodate its anticipated travel demand. A portion of the already built (but not yet open to traffic) segment of Railyards Boulevard west of 7th Street would be restriped to consist of two eastbound lanes and one westbound lane (versus two westbound and one eastbound lane). While the RSP Area is

within the City's Tier 1 Investment Area in which LOS F operations may be considered acceptable, all intersections within the RSP Area would operate at LOS E or better during the AM and PM peak hours under baseline plus RSPU conditions. However, a total of four (4) study intersections outside the RSP Area would operate at LOS F. A variety of factors contribute to degraded intersection operations under cumulative plus RSPU conditions including the addition of regional traffic within the RSP Area associated with the new I Street Bridge over the Sacramento River and Truxel Road bridge over the American River.

None of the mitigation measures for baseline intersection impacts identified in the 2007 RSP EIR are applicable to the RSPU for various reasons such as changes in LOS policies and different physical improvements now built/planned in the RSP Area. All RSPU intersection impacts would be less than significant after mitigation.

The proposed MLS Stadium is part of the RSPU. As is discussed in detail later in this section, the proposed MLS Stadium would cause severe congestion during the one-hour prior to the beginning of a sold-out 25,000-person MLS soccer match. A variety of mitigation measures are recommended to address those conditions, including various intersection/street widenings, bicycle/pedestrian improvements, and implementation of an Event Transportation Management Plan (TMP). Those mitigations are incorporated into the list of RSPU mitigations.

Freeway Segments

Similar to the 2007 RSP EIR, the proposed RSPU would cause some freeway facilities maintained by Caltrans to have degraded operating conditions. The addition of RSPU trips would cause significant impacts to four facilities. Payment into the voluntary I-5 Freeway Subregional Corridor Mitigation Program (SCMP) would represent fair share contributions to improve I-5, thereby mitigating the impact to less than significant. However, the I-5 SCMP would not address off-ramp queuing impacts at the I-5 NB off-ramp at J Street, which results in a significant and unavoidable queuing impact at this location. Queuing impacts at the I-5/Richards Boulevard interchange would be significant and unavoidable in the short-term until such time that interchange reconstruction (which is partially funded through the I-5 SCMP) occurs.

Transit

The proposed RSPU's roadway network would be used by buses and light rail trains (that run along 7th Street). The RSPU would not cause undue delays to transit vehicles. The RSPU would provide crosswalks, sidewalks, and multi-use paths to provide access to the planned light rail station on 7th Street north of Railyards Boulevard. Accordingly, the RSPU would not fail to adequately provide access to transit. Therefore, impacts would be considered less than significant.

Bicycle and Pedestrian Access

The RSPU would provide a series of Class I, II, III, and IV bicycle facilities throughout the RSP Area that would connect with existing/planned bicycle facilities to the west, east, north, and south. The proposed location and facility types are not consistent with the planned bicycle

network within the RSP Area as shown in the City's Bikeway Master Plan. If the RSPU is approved, then the preferred network shown in the City's Bikeway Master Plan should be modified accordingly. The lack of consistency does not constitute a significant effect because the RSPU bicycle network provides for a convenient and connected system of bike facilities. Accordingly, the RSPU would not adversely affect existing bicycle facilities or fail to provide for access by bicycle. Under cumulative conditions, the RSPU would include a connection to the City's planned cycle track on 12th Street. In addition, to address the loss of bicycling opportunities on 7th Street between F Street and Railyards Boulevard (due to the planned reconfiguration of 7th Street to consist of a shared vehicle/LRT and vehicle-only lane in each direction), 6th Street from H Street to Railyards Boulevard would be reconfigured to include Class IV protected bike lanes. Therefore, impacts would be considered less than significant.

Utilities and Service Systems

Water Supply

The City obtains the majority of its water supply from two surface water sources, the Sacramento River and the American River. Groundwater makes up the balance of supply. The proposed RSPU would generate a demand for potable water of between approximately 1,871 and 2,278 acre feet per year. In compliance with the California Water Code, the City prepared a Water Supply Assessment (WSA) which considers the availability of water to serve the RSPU and all other cumulative water demands over a 20-year horizon. Based on the findings of the WSA, it is anticipated that the City's water supplies would be sufficient to provide water to the proposed RSPU. Further, the City's existing water transmission system is sufficient to meet the demands throughout the downtown area. However, under cumulative conditions there would be future years when drought conditions could trigger legal limits on withdrawals from the City's Fairbairn Treatment Plant on the American River. While the City's existing water rights would be sufficient to provide water to meet foreseeable development within the City, including the proposed RSPU, at least through 2035, the City's ability to divert water from existing facilities would become insufficient in or before 2020.

Mitigation measures in the SEIR note that in order to ensure that sufficient capacity would be available to meet cumulative demands, the City would be required implement one or more of the following measures: (1) additional water conservation, (2) a new water diversion and/or treatment infrastructure, or (3) additional groundwater pumping. Implementation of one or more of the above options could sufficiently increase water treatment capacity to meet cumulative demand. However, because the specific method has not yet been determined, and because significant environmental effects could result from implementation of each of the above options, the impact is considered significant and unavoidable.

Wastewater

Wastewater from the RSP Area would be conveyed to the Sacramento Regional Wastewater Treatment Plant through the City's Combined Sewer System (CSS) which has limited capacity

and overflows into streets and the Sacramento River during major storm events. The CSS is a legacy system that was designed to provide both stormwater and sanitary sewer service (combined in a single pipeline system) within this area. Because the system does not meet City standards for stormwater conveyance capacity, it is subject to outflow and, infrequently, overflow during major storm events.

The proposed RSPU would include the construction of a new separated sewer system in the RSP Area that would discharge wastewater flows to the CSS at a connection near 3rd/I Streets. The proposed RSPU would comply with the City design requirements and flow limitations within the CSS.

Drainage

Other than a small amount of stormwater that would drain to the American River along North 7th Street, all future stormwater runoff in the RSP Area would be discharged through the Stormwater Outfall into the Sacramento River, not into the CSS. However, if development in the RSP Area precedes completion of the Stormwater Outfall, capacity limitations of interim stormwater retention basins could result in stormwater overflows that could ultimately discharge to the CSS, potentially causing flooding in streets downstream from the RSP Area.

The proposed RSPU includes provisions that require design and operation of interim stormwater retention basins to include excess capacity above the City design criteria for the 10-day 100-year storm in order to retain any additional stormwater runoff from storm events that occur before the retention basins are emptied to prevent localized flooding.

Solid Waste

Within the City of Sacramento, residential waste is collected by the City's Recycling and Solid Waste Division and commercial and multi-family waste is collected by private franchised haulers. Solid waste collected by the commercial haulers is taken to either a transfer station and then transported to a landfill or is taken directly to a landfill facility. Commercial waste can be taken to a variety of landfills, as long as they are compliant with the Sacramento Regional Solid Waste Authority (SWA) Code for commercial waste hauling. The existing landfills have capacity to accept the waste generated by the proposed projects, so this impact would be less than significant.

Growth Inducement and Urban Decay

Growth inducement considers the potential for the project to remove obstacles to growth or to stimulate additional growth in the region through secondary economic linkages commonly referred to as the multiplier effect.

Removal of Obstacles to Growth

The proposed projects would involve substantial construction of new roads and utility infrastructure, connecting to the existing system of local roads and utility infrastructure. The expansion of wastewater and drainage systems to accommodate the proposed projects would

simply provide capacity for the RSP Area. As such, development of the RSPU wastewater and drainage systems would not remove an obstacle to growth to areas outside of the RSP Area.

The construction of the circulation system in the RSP Area, and connection of it to the surrounding circulation system would provide additional connectivity in a part of the Central City that is currently constrained. Roadway accesses to be constructed as part of the RSPU include Railyards Boulevard connections with Jibboom Street to the west and 12th Street to the east; the extensions of the 5th and 6th Streets to North B Street; and the construction of 8th and 10th Streets, from Railyards Boulevard to North B Street in the River District. In addition, the RSP Area circulation system would connect the future I Street Bridge Replacement to the Sacramento Central City circulation system. At full build-out the RSP Area roadway network would provide additional access connecting CBD to the River District which could remove obstacles for further development of the RSP Area and could provide additional capacity that would support development in downtown Sacramento, the River District, and West Sacramento. This additional development is already provided for in the City of Sacramento 2035 General Plan, the River District Specific Plan, and the Washington Area Specific Plan and Bridge District Specific Plan in West Sacramento, and the environmental effects of this potentially induced growth has been considered in the EIRs prepared for each of those planning documents. Thus, the additional circulation improvements that would be part of the proposed RSPU would not remove an obstacle to development.

Economic Stimulus

It is expected that through an economic “multiplier effect,” the proposed RSPU would result in direct employment growth of approximately 22,903 jobs, including jobs at the proposed KP Medical Center and MLS Stadium projects, and generate indirect and induced employment growth associated with the increased employment in the Sacramento regional economy. Increased employment in the RSP Area would provide increased wage and salary incomes that would support additional household spending for a wide variety of goods and services. Increased future employment generated by resident and employee spending ultimately results in physical development of space to accommodate those employees. These additional jobs and related increased physical space would occur throughout the Sacramento region and would not be expected to stimulate growth that would have environmental consequences beyond that already addressed in local general plans and other regional plans such as SACOG’s MTP/SCS, and their associated EIRs.

Urban Decay

Under CEQA “urban decay” is defined as physical deterioration of properties or structures that is so prevalent, substantial, and lasting a significant period of time that it impairs the proper utilization of the properties and structures, and the health, safety, and welfare of the surrounding community. An urban decay study was presented in the 2007 RSP EIR and included an analysis based on the supply and demand effects of the retail component of the 2007 RSP, as well as other retail development and residential population of a larger market area.

The conclusion of the analysis is that there is sufficient demand from the local market area so that retail and restaurant space in the RSP Area alone would not be projected to result in closure of retail stores and restaurants. That analysis concluded that there would be a modest oversupply of retail space in the market area, but not an amount that would be of such magnitude as to create urban decay.

The proposed RSPU would reduce the amount of retail space in the RSP Area. The residential population of the RSP Area would also likely be reduced. In addition, a major relevant changed condition is the reconfiguration of the former Downtown Plaza (now called Downtown Commons), with a resulting decrease in retail space at that nearby location. The net effect of the changes to proposed retail land uses called for in the RSPU and the changes in the retail space in the Downtown Commons project is that the prior documented oversupply of retail space would be eliminated under all residential scenarios. Based upon these findings, the analysis concludes that under the proposed RSPU combined with cumulative retail projects would not cause or contribute to urban decay.

KP Medical Center

As described under the Project Description, the proposed KP Medical Center would be a part of the proposed RSPU, and, thus, would contribute to a number of the significant impacts that are described above for the overall RSPU. The discussion below provides an overview of environmental effects of the KP Medical Center.

Aesthetics, Light and Glare

The proposed KP Medical Center would not contribute to any of the aesthetic, light and/or glare effects identified for the proposed RSPU. Effects on views and visual character would be generally isolated to locations in the RSP Area outside of and away from the KP Medical Center site, including the 7th Street corridor, the Riverfront District, and lighting effects are largely related to the proposed MLS Stadium. As such, there would be no significant impacts on aesthetics, light and glare generated by the proposed KP Medical Center.

Air Quality

Construction and operation of the proposed KP Medical Center would generate a portion of the air emissions predicted for the proposed RSPU. Under the Baseline Plus KP Medical Center scenario the construction emissions of NO_x, PM₁₀, and PM_{2.5} would be less than significant. However, because the proposed KP Medical Center would be part of the proposed RSPU, which would have significant and unavoidable construction emissions of NO_x, the same mitigation measures described for the proposed RSPU would be required for the KP Medical Center.

Biological Resources

The proposed KP Medical Center project site is a flat, undeveloped site that was previously disturbed as part of the soil remediation of the RSP Area. The site is largely devoid of vegetation other than scattered weeds. Despite the lack of habitat value on the project site itself, like other development within the RSPU, it is possible that construction of the proposed KP Medical Center could result in the disturbance of raptors nesting in trees within 500 feet of the site. Mitigation measures are available to reduce this effect to insignificance. None of the other biological impacts of the proposed RSPU would be attributable to the proposed KP Medical Center.

Cultural Resources

No historic structures exist on the KP Medical Center site. The project site is not in proximity to the Central Shops Historic District, the Alkali Flat Historic District, or the historic I Street Bridge, and therefore would have no adverse effects on those historic resources. Archival research, including review of records of subsurface investigations undertaken as part of the remediation process, did not identify any archaeological resources and indicates that there is a low potential for unidentified archaeological resources to be located during construction. Thus, the KP Medical Center site is not identified as an archaeologically sensitive area. While unlikely, there is a possibility of inadvertent discovery of historic or pre-historic archaeological resources during ground disturbing activities. Discovery of historic or pre-historic archaeological or paleontological resources during excavation at the KP Medical Center site would be mitigated by ceasing work during resource evaluation and recovery.

Energy Demand and Conservation

Like the proposed RSPU, the KP Medical Center would rely on electricity from SMUD and natural gas from PG&E. The construction of a Central Utility Plant (CUP) as part of the project would improve energy efficiency, and would be one of a number of sustainability and green measures that would be implemented to achieve LEED Silver or equivalent. As a result of the energy efficiency measures included in the proposed KP Medical Center, along with the increased transportation energy efficiency that would result from the centralized and transit-accessible location of the project, would ensure that the KP Medical Center would not result in wasteful or inefficient use of energy.

Geology, Soils and Seismicity

Like the proposed RSPU of which it would be a part, the KP Medical Center would have less-than-significant impacts related to geology, soils, and seismicity. Because of its location, the KP Medical Center would have no impact on the stability of the Central Shops.

Global Climate Change

The proposed KP Medical Center would be consistent with the City of Sacramento's Climate Action Plan (CAP). Based on the City's CAP Consistency Checklist, the proposed KP Medical Center would respond positively to all of the relevant requirements of the CAP, including

consistency with the uses and densities established in the 2035 General Plan, consistency with the City's Pedestrian and Bicycle Master Plans, and required levels of energy and water efficiency. Thus, the proposed KP Medical Center would have a less-than-considerable contribution to cumulative greenhouse gas (GHG) emissions that contribute to global climate change.

Hazards and Hazardous Materials

The soil at the KP Medical Center site has been previously remediated and is considered cleaned up consistent with the requirements of the Environmental Restrictions of the 2015 Land Use Covenant and the provisions of the SGMP. Like other property within the RSP Area, the site overlies areas where groundwater contamination will require long-term remediation programs that are currently ongoing. Because in these areas there is a risk of exposing people to contaminated groundwater during construction dewatering, the KP Medical Center would comply with the requirements of the Railyards Projects Soil and Groundwater Management Plan, reducing potential impacts to less than significant.

Hydrology and Water Quality

The KP Medical Center site, like the rest of the RSP Area, is provided a minimum 100-year flood protection by the regional flood protection system anchored by levees on the south bank of the American River and the east bank of the Sacramento River. Through implementation of the proposed Railyards Water Quality Plan, as well as construction of the Drainage Master Plan, including the proposed new Stormwater Outfall on the Sacramento River, the proposed KP Medical Center would not have significant impacts related to hydrology or water quality. The Draft SEIR acknowledges the potential exists that the KP Medical Center could be constructed prior to the completion of the proposed new Stormwater Outfall. In that event, the potential impacts would be addressed through the construction on property within the RSP Area of stormwater retention basins sufficient to contain runoff from the KP Medical Center site.

Noise and Vibration

Like other development pursuant to the RSPU, the proposed KP Medical Center would generate construction and operational noise that could conflict with City standards. Measures to reduce construction noise impacts would be required, but the potential for use of impact pile drivers could make these significant impacts unavoidable. Similarly, operational noise from heating and ventilation equipment could adversely affect residences constructed elsewhere in the RSP Area, and, despite noise reduction measures, could continue to be in excess of City standards.

Although the proposed KP Medical Center would not be a Level 1 trauma center, it would include a helistop that could be used an estimated two to six times per week for patient transfer. The helistop could be located at ground level, or could be constructed on the roof of the hospital building. Irrespective of the location, it is anticipated that helicopter activity would not result in significant noise impacts due to the infrequency of helicopter operations and the ability of helicopters to travel over areas distant from residences (such as the I-5 corridor).

Public Services

Like the proposed RSPU, in addition to its own 24-hour private security, the KP Medical Center would be provided police protection by the Sacramento Police Department and fire protection from the Sacramento Fire Department. The proposed KP Medical Center could be provided service without creating new physical environmental effects due to the construction of new facilities. Because the proposed KP Medical Center would not include residential uses, there would be no increase in student enrollment, and thus no effects on the Sacramento Unified School District or the Twin Rivers Unified School District. Finally, the KP Medical Center would not generate increased demand for parks and recreation facilities or library services.

Transportation

Although the KP Medical Center would connect Bercut Drive to Railyards Boulevard and construct frontage improvements along South Park Street and 5th Street, no other off-site street improvements are proposed. The KP Medical Center would add substantial levels of traffic to a backbone roadway network within the RSP Area that would not have the capacity to handle those trips. Accordingly, the baseline plus KP Medical Center scenario shows extensive queuing along portions of Railyards Boulevard, 7th Street, North B Street, and Bercut Drive. Traffic generated by the proposed KP Medical Center would degrade the overall roadway system operation to the extent that without additional mitigation the project would not be consistent with General Plan Policy M 1.2.2 relating to the City's Level of Service Policy and would be detrimental toward achieving other General Plan circulation policies regarding to multi-modal improvements. Therefore, this impact is considered potentially significant. Recommended mitigation measures for these impacts would require coordinated traffic signals along Railyards Boulevard and increased capacity at the critical 7th Street/Railyards Boulevard intersection. Increased capacity could be provided by connecting 5th Street and 6th Street, respectively, to North B Street, or reconstructing the North B Street/7th Street intersection to increase its capacity. Impacts would be less than significant with implementation of any of these mitigation options.

To address other intersection and freeway impacts, the KP Medical Center would be required to pay the I-5 SCMP and implement a Transportation Demand Management (TDM) program. Queuing impacts at the I-5/Richards Boulevard interchange would be significant and unavoidable in the short-term until such time that interchange reconstruction (which is partially funded through the I-5 SCMP) occurs. Impacts to bicycle, pedestrian, and transit facilities would be less than significant and require no mitigation.

Utilities and Service Systems

As a component of the proposed RSPU, to be served by the proposed water, wastewater, and drainage systems to be constructed under the RSPU, the KP Medical Center would have the same impacts related to utilities and services systems as the RSPU. As described above, in the event of its construction prior to completion of the proposed Stormwater Outfall, the KP Medical Center would require construction within the RSP Area of temporary retention basins sized to

sufficiently hold runoff from new impervious surfaces on the KP Medical Center site. Like other future development in the RSP Area, the KP Medical Center would be part of the future cumulative demand for water supply and treatment in Sacramento. Although it would implement CALGreen Tier 1 water efficiency standards, future demand generated by the KP Medical Center and other development in the City could result in the need for additional citywide conservation programs, new or expanded surface water supplies, and/or additional groundwater pumping.

Urban Decay

The proposed KP Medical Center project would relocate surgical, clinical, and associated uses from the KP Sacramento Morse Avenue Medical Center (Morse Avenue facility) to the KP Medical Center within the RSP Area. Given that Kaiser is both a medical insurer and medical care provider, and that the Kaiser system is a closed one, there are few non-Kaiser medical care providers and/or pharmacies located in close proximity to the Morse Avenue facility. The closure of the Morse Avenue facility could have some impact on remaining providers, but such impact would likely be negligible, primarily since the closed nature of the Kaiser system makes it unlikely that any of these businesses is highly dependent on the presence of the Morse Avenue facility. There is no evidence to suggest that the closure of the Morse Avenue facility as a result of the proposed KP Medical Center in the RSP Area would result in the types of extensive and extended vacancies that can lead to urban decay.

MLS Stadium

As described under the Project Description, the proposed MLS Stadium would be a part of the proposed RSPU, and, thus, would contribute to many of the significant impacts that are described above for the overall RSPU. The discussion below highlights environmental effects that would be unique to the proposed MLS Stadium, or impacts of the overall RSPU to which the proposed MLS Stadium would contribute.

Aesthetics, Light and Glare

The primary aesthetic impact of the proposed MLS Stadium would involve the creation of new light sources and associated potential spillover of light onto nearby residential properties. Major event facilities such as the MLS Stadium are typically highly lit for visibility and include substantial area lighting to ensure the safety of large numbers of pedestrians in surrounding open plaza areas. 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.

There is a potential for spillover lighting from the MLS Stadium site to adversely affect nearby residential units constructed in the RSP Area, across 8th Street and Railyards Boulevard, as well as on the northern edges of the Alkali Flat neighborhood. Mitigation measures that would be required include shielding of construction lighting, submission of a lighting plan for the MLS Stadium that would require spillover lighting be minimized, and compliance with City lighting

regulations for all signage and lighting, including digital signs and use of searchlights. Notwithstanding the implementation of these measures, the potential remains that spillover light could disturb adjacent and nearby homes, and so this significant impact is considered unavoidable.

Air Quality

Construction and operation of the proposed MLS Stadium would generate a portion of the air emissions predicted for the proposed RSPU. Under the Baseline Plus MLS Stadium scenario the construction emissions of NO_x, PM₁₀, and PM_{2.5} would be less than significant. However, because it would be part of the proposed RSPU, which would have significant and unavoidable construction emissions of NO_x, the same mitigation measures described for the proposed RSPU would be required for the proposed MLS Stadium.

Biological Resources

The proposed MLS Stadium project site is a topographically varied, undeveloped site that was is currently highly disturbed as part of the soil remediation of the RSP Area. The site is open dirt with scattered weeds, as well as some concentrations of non-native shrubs. Despite the lack of habitat value on the project site itself, like other development within the RSPU, it is possible that construction of the proposed MLS Stadium could result in the disturbance of raptors nesting in trees within 500 feet of the site. Mitigation measures are available to reduce this effect to insignificance. None of the other biological impacts of the proposed RSPU would be attributable to the proposed MLS Stadium.

Cultural Resources

The proposed MLS Stadium is in an area that was historically occupied by multiple spurs of the railroad alignment in the early twentieth century, and the Southern Pacific Railroad's Car Shop 9 and its associated multiple siding tracks by the 1920s. No historic structures exist on the MLS Stadium site. The project site is not in proximity to the Central Shops Historic District, the Alkali Flat Historic District, or the historic I Street Bridge, and therefore would have no adverse effects on those historic resources.

Archival research, including review of records of extensive subsurface disturbances undertaken as part of the remediation process, did not identify any archaeological resources on the MLS Stadium site, and indicates that there is a low potential for unidentified archaeological resources to be located during construction. Thus, the proposed MLS Stadium site is not identified as an archaeologically sensitive area. The site is in an area that has been identified as an area of concern by local Native American tribes, and, while unlikely, there is a possibility of inadvertent discovery of historic or pre-historic archaeological resources during ground disturbing activities. Discovery of historic or pre-historic archaeological resources during excavation at the MLS Stadium site would be mitigated by ceasing work if resources are discovered, followed by resource evaluation and recovery. Similarly, if paleontological resources are inadvertently

discovered, mitigation requires that construction activities cease until the resource can be evaluated and recovered.

Energy Demand and Conservation

Like the proposed RSPU, the MLS Stadium would rely on electricity from SMUD and natural gas from PG&E. The proposed MLS Stadium would be designed and constructed to achieve the US Green Building Council's Leadership in Energy and Environmental Design (LEED) equivalent energy efficiency and environmental design. 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 MLS Stadium may exceed some targets and fall short of others. Multiple strategies are being investigated to achieve the targets including several that would improve energy efficiency:

- Emphasis on quality transit and alternative mode use, including bicycle facilities, green vehicles, resulting in commensurate reductions in transportation fuel use;
- Water efficiency measures that reduce indoor and outdoor water use, resulting in reduced energy demand for the conveyance of potable water;
- 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; and
- Maximizing use of natural light, reducing energy demand for artificial lighting.

As a result of the energy efficiency measures included in the proposed MLS Stadium, along with the increased transportation energy efficiency that would result from the centralized and transit-accessible location of the project, would ensure that the proposed MLS Stadium would not result in wasteful or inefficient use of energy.

Geology, Soils and Seismicity

Like the proposed RSPU of which it would be a part, the proposed MLS Stadium would have less-than-significant impacts related to geology, soils, and seismicity. The MLS Stadium site is not located near the Central Shops, so it would have no impact on their stability.

Global Climate Change

The proposed MLS Stadium would be consistent with the City of Sacramento's Climate Action Plan (CAP). Based on the City's CAP Consistency Checklist, the proposed MLS Stadium would respond positively to all of the relevant requirements of the CAP, including consistency with the uses and densities established in the 2035 General Plan, consistency with the City's Pedestrian and Bicycle Master Plans, and required levels of energy and water efficiency. Thus, the proposed MLS Stadium would have a less-than-considerable contribution to cumulative greenhouse gas emissions that contribute to global climate change.

Hazards and Hazardous Materials

The soil under a vast majority of the MLS Stadium site has been previously remediated and is considered cleaned up consistent with the requirements of the Environmental Restrictions of the 2015 Land Use Covenant. However, two small areas below the existing portion of Track 150, clipping the southeastern and southwestern corners of the Car Shop Nine Study Area were inaccessible for remediation. These minor areas will require further remediation in accordance with the Remedial Action Plan prior to excavation or initiation of any redevelopment activities. Because these areas are owned by DRV, they are subject to the SGMP, which contains measures to protect against exposure to contaminated soils and groundwater.

Like other property within the RSP Area, the site overlies areas where groundwater contamination will require long-term remediation programs that are currently ongoing. Because in these areas there is a risk of exposing people to contaminated groundwater during construction dewatering, the MLS Stadium would comply with the requirements of the Railyards Projects Soil and Groundwater Management Plan, reducing potential impacts to less than significant.

Hydrology and Water Quality

The proposed MLS Stadium site, like the rest of the RSP Area, is provided a minimum 100-year flood protection by the regional flood protection system anchored by levees on the south bank of the American River and the east bank of the Sacramento River. Through implementation of the proposed Railyards Water Quality Plan, as well as construction of the Drainage Master Plan, including the proposed new Stormwater Outfall on the Sacramento River, the proposed MLS Stadium would not have significant impacts related to hydrology or water quality. The Draft SEIR acknowledges the potential exists that the proposed MLS Stadium could be constructed prior to the completion of the proposed new Stormwater Outfall. In that event, the potential impacts would be addressed through the construction on property within the RSP Area of stormwater retention basins sufficient to contain runoff from the MLS Stadium site.

Noise and Vibration

Construction of the proposed MLS Stadium may require the use of impact-driven piles. The sounds levels generated during the two-month foundations and footings construction phase would result in annoyance and potential disturbance of activities at sensitive uses within approximately 500 feet, including residences at The Creamery at Alkali Flat and at the KCRA broadcast studio, as well as at any residences that may be occupied within the RSP Area east of 7th Street. Mitigation measures would require temporary noise barriers, and use of quiet pile drivers, as well as coordination with KCRA. Nevertheless, these impacts would remain significant and unavoidable.

Events at the proposed MLS Stadium would create noise from amplified speakers in the Stadium and surrounding plaza, as well as game noise generated by attendees and public address announcers in the Stadium, plazas and on streets around the project site. Noise generated inside

the Stadium would be attenuated by the Stadium's concrete seating bowl and partial roof structure. Game noise such as that created during a soccer game would be lower than the existing noise generated by passing trains on the UPRR tracks, but of a magnitude that would exceed City's exterior noise criteria up to approximately 800 feet from the proposed MLS Stadium, potentially affecting residential properties in the RSP Area and in the northern part of the Alkali Flat neighborhood along D Street.

Amplified sound, such as that created at a music concert, would be anticipated to be substantially louder. It is currently projected that concerts would occur only up to seven times per year. Under those conditions, estimated noise levels could exceed nighttime exterior noise criteria up to approximately 3,000 feet from the MLS Stadium, potentially affecting the Alkali Flat neighborhood, part of the Mansion Flats neighborhood, and residences in the River District, such as the Dos Rios housing project, the Quinn Cottages, and part of the Township 9 development. To the extent feasible, compliance with the City's Noise Control Ordinance would be achieved through the inclusion of acoustical features in the design of the MLS Stadium and associated sound systems, as well as additional limitations on the level of amplification at temporary stages in the Stadium plazas. However, it is estimated that despite such measures this impact would remain significant and unavoidable during concert events.

Public Services

Like the proposed RSPU, the proposed MLS Stadium would be provided police protection by the Sacramento Police Department and fire protection from the Sacramento Fire Department. The proposed MLS Stadium could be provided service without creating new physical environmental effects due to the construction of new facilities.

Pursuant to the Event Transportation Management Plan (included in Appendix J.2 of the Draft SEIR), the Stadium Operator would be required to implement transportation management measures that could include physically blocking or controlling traffic routes; directing traffic toward appropriate garages and/or temporary surface parking lots, streets or freeway ramps; and facilitating emergency vehicle access and pedestrian flow. It is expected that traffic management would be implemented by the Sacramento Police Department under contract to the Stadium Operator. Traffic management is addressed in the Draft Event Transportation Management Plan for the proposed MLS Stadium, included in Appendix J.2 of the Draft EIR.

Because the proposed MLS Stadium would not include residential uses, there would be no increase in student enrollment, and thus no effects on the Sacramento Unified School District or the Twin Rivers Unified School District. Finally, the MLS Stadium would include approximately five acres of public plazas. It would not generate increased demand for parks and recreation facilities or library services, because it would not have a residential population.

Transportation

Under baseline conditions, approximately 90 percent of MLS Stadium attendees to a weekday evening (7:30 to 8:00 PM start) MLS soccer match are expected to drive, with the remainder walking, biking, or taking some form of transit. This equates to about 7,000 inbound vehicle trips during the Pre-event peak hour for a sold-out 25,000-person match. Based on available and proposed parking locations, it is expected that approximately 47 percent of these attendees would park in vacant/underdeveloped lots located north of the RSP Area, 39 percent would park in designated lots within the RSP Area, and 14 percent would park south of the UPRR tracks.

Under baseline plus MLS Stadium conditions without any mitigation measures in place, severe traffic congestion and gridlock would occur during the Pre-event peak hour. To address this significant impact, a series of mitigation measures would be required, including extension of 6th Street from North B Street to Railyards Boulevard, extension of South Park Street from 6th Street to 7th Street, installation of traffic signals at several intersections in the MLS Stadium vicinity, modifying the 7th Street/Railyards Boulevard, 7th Street/North B Street, and 12th Street/North B Street intersections to increase their capacity, and implementation of an Event Transportation Management Plan (TMP) to accommodate vehicular traffic, heavy pedestrian flows, bicyclists, transit, drop-offs and pick-ups, and other considerations. With implementation of these mitigation measures, intersections surrounding the MLS Stadium would improve from LOS E or F (without any mitigation) to an LOS D or better condition, thereby mitigating the impact to less than significant.

Impacts of the MLS Stadium on freeway segments would be less than significant. However, impacts to freeway off-ramp queuing would be cumulatively significant, with recommended mitigation being the payment of the I-5 SCMP.

Impacts of the MLS Stadium to transit and bicycle facilities would be less than significant. The light rail platform would be less than a one-quarter-mile walk from the MLS Stadium via either Railyards Boulevard or the Pedestrian Plaza greenway in the alignment of South Park Street, between 7th and 8th Streets. Sidewalks along these streets would be widened to 16 feet to accommodate heavy pedestrian travel demand. As discussed in the Draft Event TMP (see Appendix J.2), buses and paratransit vehicles would be able to use 8th Street or 10th Street (adjacent to the MLS Stadium) for loading and unloading of passengers. Roadways in the MLS Stadium vicinity would be designed with a mix of Class I (off-street path), Class II (on-street bike lane), or Class IV (protected on-street) bicycle facilities to accommodate bicycle travel. The site plan would provide parking for 500 or more bicycles.

To address heavy pedestrian flows, the Event TMP would provide for a series of pedestrian barriers to channel pedestrians toward the 100-foot wide Pedestrian Plaza greenway, which would have a minimum 30-foot width of travel between 7th and 8th Streets. To address large volumes of pedestrians at signalized intersections, all crosswalks at the 7th Street/Railyards Boulevard, 7th Street/South Park Street, and 7th Street/North B Street intersections would be required to be 20

feet wide. Additionally, special signal timing would extended pedestrian walk intervals. During post-event conditions, selected street closures would occur. The combined effect of wider sidewalks, and extended pedestrian walk phases would be improved pedestrian flows at these facilities. Accordingly, pedestrian facility impacts on 7th Street from North B Street to Railyards Boulevard would be mitigated to less than significant.

The existing sidewalks on North 7th Street between North B Street and Richards Boulevard and the crosswalks at the North 7th Street/Richards Boulevard intersection are not of sufficient widths to accommodate pedestrian volumes before and after MLS matches. The Event TMP has identified a variety of mitigation measure options including a restricting or relocating parking supply to the south, private shuttles, special-event LRT train service, widening sidewalks along North 7th Street, and providing Traffic Control Officers and safety barriers to provide increased safety to those pedestrians walking along North 7th Street. The Event TMP would require the development and implementation of mitigation measures to ensure pedestrian safety to the satisfaction of the City Police Department and the City Traffic Engineer. With these measures, this impact is would be reduced to less than significant.

Utilities and Service Systems

As a component of the proposed RSPU, to be served by the proposed water, wastewater, and drainage systems to be constructed under the RSPU, the proposed MLS Stadium would have the same impacts related to utilities and services systems as the RSPU. As described above, in the event of its construction prior to completion of the proposed Stormwater Outfall, the MLS Stadium would require construction within the RSP Area of a temporary retention basin sized to sufficiently hold runoff from new impervious surfaces on the MLS Stadium site. Like other future development in the RSP Area, the proposed MLS Stadium would be part of the future cumulative demand for water supply and treatment in Sacramento. Although it has established a target of reducing water demand by 25% below CALGreen Tier 1 water efficiency standards, future demand generated by the MLS Stadium and other development in the City could result in the need for additional citywide conservation programs, new or expanded surface water supplies, and/or additional groundwater pumping.

Stormwater Outfall

As described under the Project Description, the proposed Stormwater Outfall would be a part of the storm drainage system that would be constructed to support the development provided for in the proposed RSPU. As a piece of infrastructure, in and of itself, the Stormwater Outfall would not generate demand for resources, traffic and related effects, demand for public services or public utilities. The discussion below highlights environmental effects that would be unique to the proposed Stormwater Outfall, or impacts of the overall RSPU to which the proposed Stormwater Outfall would contribute.

Aesthetics, Light and Glare

Once constructed, the proposed Stormwater Outfall would be largely below grade and not a part of the visible development in the RSP Area. The outfall structure, including the headwall would be visible on the east riverbank of the Sacramento River, largely visible from the West Sacramento side of the River, but would generally blend into the urbanized character of the riverbank.

Air Quality

Construction of the proposed Stormwater Outfall would generate a portion of the air emissions predicted for the proposed RSPU. Under the Baseline Plus Stormwater Outfall scenario the construction emissions of NO_x, PM₁₀, and PM_{2.5} would be less than significant. However, because it would be part of the proposed RSPU, the same mitigation measures described for the proposed RSPU would be required for the proposed MLS Stadium, including use of SMAQMD Basic Construction Emission Control Practices, and SMAQMD Enhanced Exhaust Control Practices.

Biological Resources

The Sacramento River adjacent to the RSP Area provides habitat (and is designated as critical habitat) for several endangered and threatened fish species, including Delta smelt, winter- and spring-run Chinook salmon, Central Valley steelhead, and North American green sturgeon. Outfall construction activities that could affect fish and/or fish habitat in the Sacramento River include excavation and backfill, construction of the new outfall, use of staging areas and placement of excavated material, construction of a cofferdam, and dewatering. Potential sedimentation, increased turbidity, or the release and exposure of contaminants could adversely affect fish and fish habitats; however, these impacts would be avoided and/or minimized through the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) with Best Management Practices (BMPs). Regulatory compliance would also prevent the substantial degradation of water quality and associated habitat conditions in the Sacramento River as part of long-term operation of the Outfall. Construction activities, including pile driving, cofferdam construction and dewatering, and general in-water construction could cause direct disturbance to fish and their aquatic habitats, and loss to SRA habitat. Therefore, these construction-related impacts associated with the Stormwater Outfall would be potentially significant.

Mitigation requirements would include restriction of in-water work to a period from August 1 through October 31 periods when sensitive protected fish species are least likely to be present, replacement of (through restoration, preservation or credit purchase) permanently impacted habitat, and minimization of effects associated with pile driving and dewatering. This, in combination with compliance with the CESA and FESA, CWA Regulations, National Pollution Discharge Elimination System (NPDES) Regulations, local water quality, and runoff standards would reduce this impact to less than significant.

Development of the Stormwater Outfall would result in up to 0.01 acres of fill below the OHWM of the Sacramento River, and removal of up to 0.05 acres of valley foothill riparian habitat. Placement of fill below the OHWM of the Sacramento River, and removal of riparian habitat is considered a significant impact. Mitigation would involve a combination of restoration/enhancement, and/or purchase of restoration credits. By ensuring that the proposed Stormwater Outfall achieves no net loss of waters of the U.S. or riparian habitat, this impact would be reduced to a less-than-significant level.

The proposed Stormwater Outfall site is a steep, highly disturbed riverbank with several trees and large shrubs that would be removed as part of project construction. Despite the lack of habitat value on the project site itself, like other development within the RSPU, it is possible that construction of the proposed Stormwater Outfall could result in the disturbance of raptors nesting in trees within 500 feet of the site. Mitigation measures are available to reduce this effect to insignificance.

Cultural Resources

The Stormwater Outfall would be constructed in an area that was not previously identified as archaeologically sensitive. The closest previously identified archaeologically sensitive area is Slater's Addition, a thin strip of this circa 1850s former residential area is mapped just to the south of the proposed Stormwater Outfall.

While shipwrecks have been documented along the Sacramento River, no historically documented shipwrecks have been identified within the footprint of the Stormwater Outfall. The remnants of the historic Pioneer Flouring Mill lack sufficient integrity to reflect their historic associations, and as such have been recommended ineligible for listing. No other known submerged resources have been documented within or in the river adjacent to the RSP Area.

During the late nineteenth and early twentieth centuries, the area where the Stormwater Outfall is planned was historically occupied by the Sycamore neighborhood. Historic Sanborn Insurance Maps indicate the Sycamore neighborhood as a small cluster of houses on the riverfront, just north of the train tracks. The 1900 census lists several fishermen, railroad employees, and a few saloonkeepers living in this area. Nothing remains of these resources within the Stormwater Outfall site.

While unlikely, there is a possibility of unexpected discovery of historic or pre-historic archaeological and/or paleontological resources during ground disturbing activities. Discovery of historic or pre-historic archaeological or paleontological resources during excavation at the Stormwater Outfall site would be mitigated by ceasing work if resources are discovered, followed by resource evaluation and recovery.

Energy Demand and Conservation

The operation of the proposed Stormwater Outfall would consume electricity, and in emergencies, natural gas to fuel generators. Because the proposed Stormwater Outfall and associated pump station would be designed to comply with Title 24 and would employ modern pump technology, it would minimize the available energy consumed by operation of the pump station. Further, because the proposed RSPU includes a minimum of landscaped area that could result in runoff, the design would result in reduced levels of irrigation runoff that could require pumping through the Outfall.

Geology, Soils and Seismicity

Like the proposed RSPU of which it would be a part, the proposed MLS Stadium would have less-than-significant impacts related to geology, soils, and seismicity.

Global Climate Change

The CAP Consistency Review Checklist does not apply to the Stormwater Outfall because the Outfall is not a land use development project. However, the electricity used to supply the pumps would be supplied by SMUD. As an electric utility, SMUD is required to generate a portion of its electricity with renewable sources of energy. By 2020, SMUD must generate 33 percent of its electricity using renewable resources. In 2014, SMUD generated 27 percent of its electricity using renewable energy. Consequently, the proposed Stormwater Outfall's indirect generation of GHGs through its electricity consumption would be based on the percentage of renewable resources included in SMUD's energy portfolio. In addition, the use of diesel fuel would occur for only periodic testing and during emergency electrical outages. Finally, the proposed Stormwater Outfall represents a critical piece of infrastructure that would allow development of the RSP Area and would not be inconsistent with the City's CAP. For these reasons, the proposed Stormwater Outfall would have a less-than-significant impact on climate change.

Hazards and Hazardous Materials

The Stormwater Outfall site is located partly within property owned by the applicant (the pump station would be located in the Northern Shops Study Area) and partly within the West Jibboom Street Property that is within the RSP Area but outside the applicant's property (the outfall structure on the riverbank). The portion of the proposed Stormwater Outfall located in the Northern Shops Area would be constructed in compliance with the Environmental Restrictions of the 2015 LUC (including compliance with the Railyards Projects Soil and Groundwater Management Plan). However, the portion of the proposed Stormwater Outfall outside of the Northern Shops Study Area (and outside the applicant's property) would not be covered by the 2015 Land Use Covenant. Based on existing documentation, it appears unlikely that there are contaminated soils located within the Stormwater Outfall footprint. Nonetheless, if such soils are encountered during construction, people could be exposed to unacceptable health risks associated with contaminated soils. Contaminated groundwater is not expected to be encountered, but if present it could also expose people to contaminants. Mitigation requires that work cease if any

evidence of contaminated soil or groundwater is detected until such evidence can be investigated and, if needed, remediated.

Hydrology and Water Quality

The proposed Stormwater Outfall would be part of the storm drainage system that would serve to convey and discharge runoff from the RSP Area. In and of itself, it would not contribute runoff to the system, nor would affect operational water quality. As discussed under Biological Resources, construction on the Sacramento River riverbank could have water quality impacts related to sedimentation; mitigation measures put in place to protect sensitive aquatic resources would avoid significant water quality impacts.

The proposed Stormwater Outfall would be constructed adjacent to and over the east levee of the Sacramento River. It would require authorization of an encroachment permit from the Central Valley Flood Protection Board and a Section 408 authorization from the U.S. Army Corps of Engineers. These permit processes would protect against any potential hydrological changes that could adversely affect the integrity of the levee or adverse hydraulic changes that could affect other in-river resources or structures.

Noise and Vibration

The proposed Stormwater Outfall project site is located a substantial distance from any sensitive receptors, and is in an area that is dominated by the noise of passing traffic on Interstate 5. There would be no construction or operational noise effects that would rise to a level of significance, and no requirements for mitigation for noise or vibration.

Public Services

The proposed Stormwater Outfall would place no new demands on the City of Sacramento Police Department or Fire Department. It would not generate any new demand for parks and recreational services, nor for library services.

Transportation

Other than a limited amount of truck traffic required during the construction of the proposed Stormwater Outfall, and occasional trips to the site for the purposes of maintenance, there would be no material transportation effects of the proposed Stormwater Outfall.

Utilities and Service Systems

As a piece of infrastructure, the proposed Stormwater Outfall would not generate any specific demands for water, generation of wastewater, increased runoff, or generation of solid waste.

Significant and Unavoidable Environmental Effects

Throughout this SEIR, many significant environmental impacts are identified, and mitigation measures are described that would eliminate the impacts or decrease them to a less-than-significant level. Similarly, many impacts are identified that would be less-than-significant without the need for additional mitigation measures. There are, however, a number of impacts that are identified that cannot be eliminated or cannot be decreased to a level of insignificance even with the implementation of feasible mitigation measures. The key RSPU project-specific unavoidable significant environmental impacts include those listed below.

Impact 4.1-3: The proposed projects could create substantial new sources of light.

Impact 4.2-3: Construction of the proposed projects could result in long-term (operational) emissions of NO_x ROG, PM₁₀, or PM_{2.5}.

Impact 4.3-2: Development of the proposed projects could result in the loss of potential nesting habitat for Swainson's hawk, white-tailed kite, purple martin, and other sensitive and/or protected bird species.

Impact 4.10-1: Construction of the proposed projects could generate noise that would conflict with City standards.

Impact 4.10-2: Operations of the proposed projects could result in a substantial permanent increase in ambient exterior noise levels in the project vicinity.

Impact 4.10-4: Construction of the proposed projects could expose existing and/or planned buildings, and persons within, to vibration that could disturb people and damage buildings.

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

Impact 4.12-3: The proposed projects could worsen vehicle queuing at off-ramps on I-5.

Cumulative Effects

The key unavoidable significant cumulative environmental impacts include those listed below.

Impact 4.2-9: The proposed projects could contribute to cumulative increases in long-term (operational) emissions of NO_x ROG, PM₁₀ and PM_{2.5}.

Impact 4.3-11: Implementation of the proposed project, in combination with other cumulative development, could/would contribute to the cumulative harm to, or loss of nesting habitat, for Swainson's hawk, white-tailed kite, purple martin, and other sensitive and/or protected bird species.

Impact 4.4-8: The proposed projects could contribute to the cumulative loss or alteration of archaeological resources, including human remains.

Impact 4.10-7: The proposed projects would contribute to cumulative construction that could expose existing and/or planned buildings, and persons within, to significant vibration.

Impact 4.12-10: The proposed projects could worsen vehicle queuing at off-ramps on I-5 under cumulative conditions.

Impact 4.13-7: The proposed projects would contribute to cumulative increases in demand for water supply and treatment.

Alternatives to the Proposed Projects

The SEIR presents a discussion of a reasonable range of alternatives for each of the proposed projects. The evaluation of alternatives augments and expands upon the reasonable range of alternatives that was considered in the 2007 RSP EIR. Some alternatives initially considered by the City for evaluation in the SEIR were eliminated from further consideration because they were either infeasible or would exacerbate impacts compared to the proposed projects.

The alternatives evaluated in the SEIR are described below. The comparative evaluation of these alternatives is presented in Chapter 6 of the SEIR.

Railyards Specific Plan Update

No Project/No Build Alternative

The CEQA Guidelines require the evaluation of the comparative impacts of the "No Project" alternative (CEQA Guidelines section 15126.6(e)(1)). The No Project/No Build Alternative describes an alternative in which no development would occur in the RSP Area with the exception of the continued current use of the Sacramento Valley Station; office and retail uses in the adjacent Railway Express Agency (REA) building; parking lots that front on 7th Street between F and H Streets; and streets that were called for in the 2007 RSP, constructed following approval of the 2007 RSP, 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.

Under the No Project/No Build Alternative, the City Council would not approve the project, and none of the mitigation measures identified within this Draft EIR would be implemented. It is reasonable to assume that, even if the project is not approved and the project site remains largely undeveloped, the previously approved future Sacramento County Courthouse on Lot 41, and extensions of F and G streets between 5th and 7th streets would move forward.

No Project/No Action Alternative

The No Project/No Action Alternative assumes that the RSP Area would be redeveloped under current conditions consistent with the land use designations and allowable uses identified in the 2007 RSP and 2035 General Plan (Figure 6-1). For the most part, the type of uses (e.g., office,

high density residential, historic/cultural) are very similar to those included in the proposed RSPU, although the number of units, square footage, distribution and mix of uses differ, and there would be no specific provision for the KP Medical Center or the MLS stadium. In general, the amount of residential and office development could be higher under the No Action Alternative, while the amount of retail would be much higher (515,000 sf under the RSPU compared to 1.4 million sf for the 2007 RSP). Land uses have also been redistributed in some cases. For example, the area bound by 7th and 10th Streets, Railyards Boulevard and North B Street is designated residential/mixed use (allowing retail and neighborhood office, but not other office uses) in the 2007 RSP, but R-5 SPD or C-3 SPD in the proposed RSPU, which allows both residential and high rise office.

The 2007 RSP has some key differences from the 2016 RSPU including: (1) a Sports and Entertainment Facility Overlay on four blocks north of the rail line and on either side of 7th Street, and inconsistent with the location of the proposed MLS Stadium; (2) no provisions for a major medical center; and (3) stormwater flows would be managed with a cistern that would detain those flows, and discharge them to both the City's CSS and a new outfall on the Sacramento River.

Decreased Density/Intensity Alternative

The Decreased Density/Intensity Alternative would reduce impacts associated with the amount of development that would occur within the RSP Area. By reducing the number of residential units and the square footage for retail, commercial and other uses, the resident, employee and visitor population within the RSP Area would drop, resulting in a reduction in the number of vehicles associated with RSP Area development, and the associated levels of air emissions and traffic noise. The demand for public and utility services would also be reduced.

The Decreased Density/Intensity Alternative would retain the same distribution of land uses, but would reduce the total amount of development that would be allowed within the RSP Area. Under this alternative, there would be a 40 percent reduction in residential, office and retail uses. As shown in Table 6-2, the number of residential uses would be reduced to 3,600 to 6,000 units, office would be reduced to 1.7 to 2.3 million sf (with the higher office square footage corresponding to the lower number of dwelling units), and retail uses would be reduced from 514,000 to 308,000 sf. The number of hotel rooms would be reduced to 660. Flex space and office and retail uses within the Central Shops District would also be reduced by 40 percent. The Hospital and Hospital Support Building would not be reduced in size, but the medical office buildings would be reduced in by 40 percent, from 300,000 sf to 180,000 sf. The MLS Stadium would remain the same, as would the proposed roadway system and other infrastructure.

KP Medical Center

No Project/No KP Medical Center

For the KP Medical Center, under the “No Project/No Build” alternative, the existing site conditions would remain. That is, the site would remain undeveloped in close to its current state. Some additional grading could be undertaken in order to complete remediation activities, but then no additional changes would occur.

For the “No Project/No Action” alternative, it is assumed that the RSPU would be developed, but with a different set of land uses in the area designated Hospital SPD under the proposed project. For this alternatives analysis, it is assumed that the 17.8-acre site within the RSP Area would be developed with the land uses assumed under the Land Use Variant, including 921,002 sf of office, 92,100 sf of retail, 138,150 sf of flex space, and 250 residential units. The street system would be similar to the proposed KP Medical Center, except that Huntington Street would be extended between Railyards Boulevard and South Park Street.

Under this alternative, Kaiser would continue to operate its Sacramento Medical Center at the Morse Avenue location in unincorporated Sacramento County. In order to continue using the Morse Avenue facility, seismic retrofits would be required to meet State requirements, and other changes would be required to meet current code requirements, such as increasing the size of hospital rooms. As a result, the number of beds available within the existing facility would be reduced from 283 beds to approximately 70 beds, requiring a large addition and/or new facilities in order to maintain existing service levels.

Reduced Medical Center

The Reduced Medical Center Alternative would provide for the full range of hospital services proposed for the KP Medical Center, but at a level reduced by one-third. The hospital would be reduced to a total of approximately 280 beds, similar in size to the existing Morse Avenue facility (there are 287 beds at the Morse Avenue facility), and the other facilities (Hospital Support Building, Medical Office Buildings, Central Utility Plant) would be reduced by approximately one-third. The project site would remain the same, but the height of the buildings in the medical center would be reduced with the hospital reduced to 10 stories and the medical office buildings to 4 stories.

While the Reduced Medical Center Alternative would provide a replacement for the Morse Avenue facility, it would not provide for any growth in membership and/or expansion of services as provided for by the proposed KP Medical Center. Therefore, it would not serve as a regional medical center to the extent of the proposed KP Medical Center.

MLS Stadium

No Project/No Stadium

Under this alternative, the MLS Stadium would not be built within the RSP Area. As discussed earlier, a “No Project/No Build” alternative would assume that the MLS Stadium site would remain undeveloped and that the only changes that would occur would be related to finalizing remediation of the site. Under a “No Project/No Action” alternative, it is assumed that the land uses identified in the Land Use Variant would be developed on the Stadium site, including: 750 residential units, 30,700 sf of retail space, and 46,050 sf of flex space. As described under the Land Use Variant, the roadway system would differ from the proposed MLS Stadium, because South Park Street, 8th Street and 9th Street would extend into the site to provide more circulation to the smaller blocks. A small park would be developed in the center of the site.

Smaller Stadium

This alternative would reduce the size of the MLS Stadium to a capacity for 18,000 ticketed attendees, which is the same size as another professional soccer facility, Avaya Field in San Jose. Although the ticketed capacity would be reduced by 28 percent, the size of the building would not change substantially, because the size of the field could not be reduced and there would still need to be paved entryways and gathering spaces outside of and within the Stadium. As a result of the reduced capacity of the Stadium, average annual attendance would be reduced by approximately 30 percent, as would the size of the employment force required for Stadium events.

Relocated Railyards Stadium

The Relocated Railyards Stadium site would be bounded by 7th Street on the east, Railyards Boulevard on the south, 5th Street on the west and the embankment on the north. This alternative location would reduce impacts specific to the MLS Stadium, such as game noise and lighting, by moving the source of those impacts farther from the sensitive uses east of 7th Street and south of the RSP Area. The entrance to the Relocated Railyards Stadium and the associated plazas and stages would front 7th Street.

Residential land uses that would be displaced by the relocated Stadium would be moved to the former location, essentially swapped with the Stadium. Therefore, the area bounded by 7th Street, 10th Street, Railyards Boulevard and the embankment would be zoned R-5. Because of this “swap”, this alternative is assumed to have the same number of dwelling units and non-residential square footage as would occur under the proposed MLS Stadium. The roadway system would be altered to provide through access to the residential blocks east of 7th Street and 6th Street and Judah Street would not be extended north of Railyards Boulevard.

Natomas MLS Stadium

The Natomas MLS Stadium assumes a 25,000-capacity stadium would be constructed at what is now the Sleep Train Arena complex, located south of Del Paso Road, east of Interstate 5, west of Truxel Road and north of Arena Boulevard in North Natomas. For purposes of this alternative, it

is assumed that the existing Sleep Train Arena would be demolished, and replaced by the MLS Stadium with dimensions and design similar to the Stadium proposed for the RSP Area (see Figure 6-4). Approximately 15 acres would be used for the Stadium, which would include the same amenities as the proposed MLS Stadium. Parking would be provided on site, in the existing parking lot, which has more than 12,000 spaces.

Stormwater Outfall

No Project/Stormwater Outfall

Under the No Project alternative, the proposed Stormwater Outfall would not be built, and either the RSPU would use a different facility to manage stormwater, such as the cistern that was proposed in the 2007 RSP, or the RSP Area would not develop. No “No Action” alternative is considered for the Stormwater Outfall, because it must be large enough to serve the RSPU (or use a combination of a smaller outfall and cistern or similar facility) and discharge to the Sacramento River. Moving the Stormwater Outfall to a different location along the river would not avoid or lessen any significant impacts. Therefore, the SEIR does not consider any additional alternatives to the proposed Stormwater Outfall.

Environmentally Superior Alternative

An EIR is required to identify the environmentally superior alternative from among the range of reasonable alternatives that are evaluated. If the No Project Alternative is considered environmentally superior, the EIR must identify which among the others is environmentally superior. It should be noted that environmental considerations are one set of the factors that must be considered by the public and the decision makers in deliberations on the project. Other factors of importance include but are not limited to urban design, economics, social factors, and fiscal considerations.

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For the proposed RSPU, aside from the No Project Alternative, the environmentally superior alternative would be the Reduced Density Alternative. This alternative would have a similar footprint to the proposed RSPU, but because the levels of traffic would be reduced, there would be substantial reductions in air emissions, noise, and demand for water. In particular, traffic noise would be reduced to acceptable levels along 7th Street.

KP Medical Center

The Reduced Medical Center Alternative would have a similar footprint to the proposed KP Medical Center, so ground-disturbing activities would be the same. However, with the reduction of in-patient beds from 420 to 280, and a reduction of about one-third in the amount of medical office uses, traffic, noise and demand for water would all be substantially reduced. Therefore, other than the No Project Alternative, the Reduced Medical Center Alternative would be environmentally superior.

MLS Stadium

The determination of environmentally superior alternative for the MLS Stadium depends on which impacts are weighted most heavily. If the primary concerns are noise and light, then the Natomas Stadium Alternative, would be environmentally superior because it would locate the Stadium at a greater distance from sensitive users. However, if the primary concerns are minimizing vehicle miles travelled and air emissions, and maximizing use of alternative modes of transportation, then the Smaller Stadium Alternative would be environmentally superior because, although it would have significant noise and lighting impacts, they would be lessened due to the reduction in size of the stadium structure.

Stormwater Outfall

The No Build alternative for the Stormwater Outfall would preclude development of the RSP Area, because some form of discharge to the Sacramento River is necessary to avoid discharges that could overflow the CSS. The previous option considered in the 2007 RSP was a cistern that would discharge to the CSS combined with a smaller outfall. The smaller outfall would have the same impacts as the proposed Stormwater Outfall, although the magnitude would be reduced because of the smaller size. However, the cistern would discharge to the CSS, which does not have the capacity to accept more than minor stormwater flows. Therefore, the environmentally superior alternative would be the Stormwater Outfall as proposed.

Summary Table

Table S-3 (Summary of Impacts and Mitigation Measures), has been organized to correspond with the environmental issues discussed in Chapter 4. The summary table is arranged in four columns:

1. Environmental impacts (“Impact”).
2. Level of significance without mitigation (“Significance Before Mitigation”).
3. Mitigation measures (“Mitigation Measure”).
4. The level of significance after implementation of mitigation measures (“Significance After Mitigation”).

If an impact is determined to be significant or potentially significant, mitigation measures are identified, where appropriate. More than one mitigation measure may be required to reduce the impact to a less-than-significant level. This EIR assumes that all applicable plans, policies, and regulations would be implemented, including, but not necessarily limited to, City General Plan policies, laws, and requirements or recommendations of the City of Sacramento. Applicable plans, policies, and regulations are identified and described in the Regulatory Setting of each issue area and within the relevant impact analysis. A description of the organization of the environmental analysis, as well as key foundational assumptions regarding the approach to the analysis, is provided in section 4.0, Introduction to the Analysis.

In addition to disclosing the physical environmental impacts of the proposed projects, and of a reasonable range of potentially alternatives, compared to the existing conditions present today,

this SEIR provides information to allow the reader to compare the impacts that are presented for the proposed RSPU to the impacts of the 2007 RSP as disclosed in the 2007 RSP EIR. **Table S-4 (Comparison to 2007 EIR Impacts)** presents a summary of how the effects of the proposed RSPU compare to the disclosed impacts of the 2007 RSP.

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

Impact	Significance Before Mitigation					Mitigation Measures	Significance After Mitigation				
	RSPU	RSPU LUV	KPMC	MLS	SO		RSPU	RSPU LUV	KPMC	MLS	SO
4.1 Aesthetics, Light and Glare											
Existing Plus Baseline											
4.1-1: The implementation of the RSPU, including the potential development of large-floor plate and high-rise buildings in the RSP Area east of I-5, could alter public views.	S	S	LTS	LTS	LTS	4.1-1 (RSPU) Within Block 46, the maximum street-wall height for structures facing 7th Street shall be 35 feet in height.	LTS	LTS	NA	NA	NA
4.1-2: The potential development of high-rise buildings adjacent to the riverfront could conflict with the character of the riverfront between Old Sacramento and the Jibboom Street Bridge.	S	S	NI	NI	NI	4.1-2 (RSPU) For development within the allowable footprints on Parcel 35, the following base height, bulk and massing requirements shall be added to the RSPU Design Guidelines and enforced through the SPD and the City's Site Plan and Design Review permit process: <ul style="list-style-type: none"> On the southern development lot, any building within 80 feet of the required setback from the riverbank shall be no greater than 35 feet in height. 	LTS	LTS	NA	NA	NA
4.1-3: The proposed projects could create substantial new sources of light	PS	PS	LTS	S	NI	4.1-3(a) (RSPU, MLS) <ol style="list-style-type: none"> East of 6th Street, all exterior lighting and advertising (including signage) shall be directed onto the specific location intended for illumination (e.g., parking lots, driveways, and walkways) and shielded away from adjacent properties and public rights-of-way to minimize light spillover onto adjacent areas. Light structures for surface parking areas, vehicular access ways, and walkways shall not exceed a height of 25 feet. Monument lighting and night-lit signage is prohibited on building facades that face existing residential neighborhoods. Prior to issuance of a Site Plan and Design Review Permit for each specific development project, the applicant shall submit a lighting plan to the Development Services Department for review and approval. The plan shall specify the lighting type and placement to ensure that the effects of security and other outdoor lighting are minimized on adjacent uses and do not create spillover effects. Landscape illumination and exterior sign lighting shall follow the City Code. 4.1-3(b) (MLS) <ol style="list-style-type: none"> The project applicant shall require construction contractors to ensure that all lighting related to construction activities shall be shielded or directed to restrict any direct illumination onto property located outside of the Stadium project site boundaries that is improved with light-sensitive uses. Prior to issuance of a building permit, the project applicant shall submit to the Community Development Department a signage and lighting design plan for the Stadium which establishes lighting design standards and guidelines. The lighting design plan shall, at a minimum: <ul style="list-style-type: none"> Require exterior lighting included within the Stadium to incorporate fixtures and light sources that focus light on-site to minimize spillover light; Ensure that project lighting shall not cause more than two foot-candles of lighting intensity or direct glare from the light source at any residential property. This would preclude substantial spillover light from bright lighting sources; and Require that for exterior LED lighting, all light emitting diodes used within the integral electronic display shall have a horizontal beam spread of maximum 165 degrees wide and 65 degrees vertically, and shall be oriented downwards to the plaza/street, rather than upwards. Prior to issuance of a building permit for the Stadium signage displays, the project applicant shall retain a lighting design expert who shall develop plans and specifications for the proposed lighting displays, establish maximum luminance levels for the displays, and install and test the displays to insure compliance with all City lighting regulations and these mitigation measures. The project applicant shall comply with City Code Section 8.072.010, which establishes regulations regarding the use of searchlights. 	SU	SU	NA	SU	NA
4.1-4: The proposed projects could create a new source of glare	PS	PS	LTS	LTS	LTS	4.1-4 (RSPU) Highly reflective mirrored glass walls shall not be used as a primary building material (no more than 35 percent) for building facades adjacent to major roadways. Instead, low emission (Low-E) glass shall be used in order to reduce the reflective qualities of the building, while maintaining energy efficiency.	LTS	LTS	LTS	LTS	LTS
Cumulative											
4.1-5: The proposed projects could contribute to substantial cumulative degradation of the existing visual character or quality in the vicinity.	LTS	LTS	LTS	LTS	LTS	None required	NA	NA	NA	NA	NA
4.1-6: The proposed projects could cause an introduction of building height and mass that conflicts with the character of the Sacramento River riverfront between Old Sacramento and Discovery Park	PS	PS	NI	NI	NI	4.1-6 (RSPU) Implement Mitigation Measure 4.1-2.	LTS	LTS	NA	NA	NA

LTS = less than significant; NA = Not applicable; NI = no impact; PS = potentially significant; S = significant; SU = significant and unavoidable.

**TABLE S-3 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Significance Before Mitigation					Mitigation Measures	Significance After Mitigation				
	RSPU	RSPU LUV	KPMC	MLS	SO		RSPU	RSPU LUV	KPMC	MLS	SO
4.1 Aesthetics, Light and Glare (cont.)											
Cumulative (cont.)											
4.1-7: The proposed projects could contribute to cumulative increases in light.	LTS	LTS	LTS	LTS	NI	None required	NA	NA	NA	NA	NA
4.1-8: The proposed projects could contribute to cumulative sources of glare.	S	S	LTS	LTS	LTS	4.1-8 (RSPU) Implement Mitigation Measure 4.1-4.	LTS	LTS	NA	NA	NA
4.2 Air Quality											
Existing Plus Baseline											
4.2-1: The proposed projects could conflict with or obstruct implementation of an applicable air quality plan.	LTS	LTS	LTS	LTS	NI	None required.	NA	NA	NA	NA	NA
4.2-2: Construction of the proposed projects could result in short-term emissions of NOx, PM10 and PM2.5.	S	S	S	S	S	<p>4.2-2(a) (RSPU, KPMC, MLS, SO) City approval of any grading or improvement plans shall include the following SMAQMD Basic Construction Emission Control Practices:</p> <ul style="list-style-type: none"> All exposed surfaces shall be watered two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways shall be covered. Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited. Limit vehicle speeds on unpaved roads to 15 miles per hour. All roadways, driveways, sidewalks, parking lots shall be paved as soon as possible. In addition, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site. Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment shall be checked by a certified mechanic and determine to be running in proper condition before it is operated. <p>4.2-2(b) (RSPU, KPMC, MLS, SO) City approval of any grading or improvement plans shall include the following SMAQMD Enhanced Exhaust Control Practices, including:</p> <ul style="list-style-type: none"> Provide a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the proposed project to the City and the SMAQMD. The inventory shall include the horsepower rating, engine model year, and projected hours of use for each piece of equipment. The construction contractor shall provide the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. This information shall be submitted at least 4 business days prior to the use of subject heavy-duty off-road equipment. The inventory shall be updated and submitted monthly throughout the duration of the proposed project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. Provide a plan in conjunction with the equipment inventory, approved by the SMAQMD, demonstrating that the heavy-duty (50 horsepower or more) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20% NOx reduction and 45% particulate reduction compared to the most recent CARB fleet average. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. Emissions from all off-road diesel powered equipment used on the project site shall not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this measure shall supersede other SMAQMD or state rules or regulations. If at the time of granting of each building permit, the SMAQMD has adopted a regulation applicable to construction emissions, compliance with the regulation may completely or partially replace this mitigation. Consultation with the SMAQMD prior to construction will be necessary to make this determination. 	LTS	LTS	LTS	LTS	LTS

LTS = less than significant; NA = Not applicable; NI = no impact; PS = potentially significant; S = significant; SU = significant and unavoidable.

**TABLE S-3 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Significance Before Mitigation					Mitigation Measures	Significance After Mitigation				
	RSPU	RSPU LUV	KPMC	MLS	SO		RSPU	RSPU LUV	KPMC	MLS	SO
4.2 Air Quality (cont.)											
Existing Plus Baseline (cont.)											
4.2-2 (cont.)						<p>4.2-2(c) (RSPU, KPMC, MLS, SO) City approval of any grading or improvement plans shall include the following SMAQMD Fugitive Dust Control Practices:</p> <ul style="list-style-type: none"> Water exposed soil with adequate frequency for continued moist soil. Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph. Install wind breaks (e.g., plant trees, solid fencing) on windward side(s) of construction areas. Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established. Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site. Treat site accesses to a distance of 100 feet from the paved road with a 6 to 12-inch layer of wood chips, mulch, or gravel to reduce generation of road dust and road dust carryout onto public roads. Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of the District shall also be visible to ensure compliance. <p>4.2-2(d) (RSPU) The project applicants shall pay into the SMAQMD's construction mitigation fund to offset construction-generated emissions of NOx that exceed SMAQMD's daily emission threshold of 85 lbs/day. The project applicants shall coordinate with the SMAQMD for payment of fees into the Heavy-Duty Low-Emission Vehicle Program designed to reduce construction related emissions within the region. Fees shall be paid based upon the applicable current SMAQMD Fee. The applicants shall keep track of actual equipment use and their NOx emissions so that mitigation fees can be adjusted accordingly for payment to the SMAQMD.</p>					
4.2-3: The proposed projects could result in long-term (operational) emissions of NOx, ROG, PM10, and PM2.5.	S	S	S	S	LTS	No further mitigation required.	SU	SU	SU	SU	NA
4.2-4: The proposed projects could increase CO concentrations	LTS	LTS	LTS	LTS	NI	None required.	NA	NA	NA	NA	NA
4.2-5: Implementation of the proposed project could result in short-term and long-term exposure to Toxic Air Contaminants (TACs).	LTS	LTS	LTS	LTS	LTS	None required	NA	NA	NA	NA	NA
4.2-6: Implementation of the proposed projects could create objectionable odors.	LTS	LTS	LTS	LTS	LTS	None required	NA	NA	NA	NA	NA
4.2-7: Implementation of the proposed projects could alter wind speed at ground level (pedestrian level).	PS	PS	PS	LTS	LTS	<p>4.2-7 (RSPU, KPMC) The following measures are recommended to assure that future buildings developed in the RSP Area do not cause hazardous wind conditions for pedestrians in areas of substantial public use:</p> <ol style="list-style-type: none"> New buildings with heights of more than 85-feet shall be evaluated by a qualified wind expert to determine the potential to cause a new wind hazard or aggravate an existing wind hazard for pedestrians in areas of substantial public use. Based on a review of wind conditions, other development in the vicinity, and the project design, the evaluator may have sufficient evidence to form a professional opinion about the potential for the project to cause a hazardous wind environment. If sufficient evidence is available to conclude that no wind hazards will be created, no further mitigation is required. If sufficient evidence to establish safe pedestrian conditions is not available, the City shall require wind-tunnel testing to provide the evidence that a wind hazard would not result in public areas. If required wind tunnel testing identifies wind hazards, the qualified wind expert shall work with the City and/or project proponent to develop corrective measures such as building design changes, protective structures, or landscaping modifications to help reduce pedestrian-level wind speeds to acceptable levels. The City shall require implementation of such corrective measures as a condition of the building permit. 	LTS	LTS	LTS	NA	NA
Cumulative											
4.2-8: The proposed projects could contribute to cumulative increases in short-term (construction) emissions.	S	S	S	S	S	<p>4.2-8 (RSPU) Implement Mitigation Measure 4.2-2.</p>	LTS	LTS	LTS	LTS	LTS
4.2-9: The proposed projects could contribute to cumulative increases in long-term (operational) emissions of NOx ROG, PM10 and PM2.5.	S	S	S	S	S	No further mitigation required.	SU	SU	SU	SU	SU

LTS = less than significant; NA = Not applicable; NI = no impact; PS = potentially significant; S = significant; SU = significant and unavoidable.

**TABLE S-3 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Significance Before Mitigation					Mitigation Measures	Significance After Mitigation				
	RSPU	RSPU LUV	KPMC	MLS	SO		RSPU	RSPU LUV	KPMC	MLS	SO
4.2 Air Quality (cont.)											
Cumulative (cont.)											
4.2-10: The proposed projects could contribute to cumulative increases in CO concentrations.	LTS	LTS	LTS	LTS	NI	None required.	NA	NA	NA	NA	NA
4.2-11: The proposed projects would contribute to cumulative increases in short- and long-term exposures to Toxic Air Contaminants.	LTS	LTS	LTS	LTS	LTS	None required.	NA	NA	NA	NA	NA
4.2-12: The proposed projects could contribute to cumulative changes in wind levels in downtown Sacramento.	LTS	LTS	LTS	LTS	LTS	None required.	NA	NA	NA	NA	NA
4.3 Biological Resources											
Existing Plus Baseline											
4.3-1: Development of the proposed projects could result in the loss of potential foraging habitat for Swainson's hawk.	LTS	LTS	LTS	LTS	NI	None required.	NA	NA	NA	NA	NA
4.3-2: Development of the proposed projects could result in the loss of potential nesting habitat for Swainson's hawk, white-tailed kite, purple martin, and other sensitive and/or protected bird species.	PS	PS	PS	PS	PS	<p>4.3-2(a) (RSPU, KPMC, MLS, SO)</p> <p>The project applicant shall conduct any tree removal activities required for project construction outside of the migratory bird and raptor breeding season (February 1 through August 31) where feasible. For any construction activities that will occur between February 1 and August 31, the applicant shall conduct preconstruction surveys in suitable nesting habitat within 500 feet of the construction area for nesting raptors and migratory birds. Surveys shall be conducted by a qualified biologist. In addition, all trees slated for removal during the nesting season shall be surveyed by a qualified biologist no more than 48-hours before removal to ensure that no nesting birds are occupying the tree. For Swainson's hawk nesting habitat, surveys shall be conducted in accordance with the Swainson's Hawk Technical Advisory Committee's Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley).</p> <p>If active nests are found during the survey, the applicant shall implement mitigation measures to ensure that the species will not be adversely affected, which will include establishing a no-work buffer zone as approved by CDFW, around the active nest.</p> <p>Measures may include, but would not be limited to:</p> <ol style="list-style-type: none"> 1) Maintaining a 500-foot buffer around each active raptor nest. No construction activities shall be permitted within this buffer. Maintaining a 100-ft buffer around each active purple martin nest. No construction activities are permitted within this buffer. For other migratory birds, a no-work buffer zone shall be established, approved by CDFW, around the active nest. The no-work buffer may vary depending on species and site specific conditions as approved by CDFW. 2) Depending on conditions specific to each nest, and the relative location and rate of construction activities, it may be feasible for construction to occur as planned within the buffer without impacting the breeding effort. In this case (to be determined on an individual basis), the nest(s) shall be monitored by a qualified biologist during construction within the buffer. If, in the professional opinion of the monitor, the project would impact the nest, the biologist shall immediately inform the construction manager. The construction manager shall stop construction activities within the buffer until the nest is no longer active. Completion of the nesting cycle shall be determined by a qualified biologist. <p>4.3-2(b) (RSPU)</p> <p>If three years of consecutive surveys of the suitable habitat (i.e., weep holes) within the I Street Bridge viaduct, I-5 elevated structure within the RSP Area, or the proposed new I Street Bridge over the Sacramento River do not indicate purple martins use of the area as breeding habitat, then no further mitigation is required. The following mitigation shall only be required if purple martin have been documented nesting in the suitable habitat (i.e., weep holes) within the I Street Bridge viaduct, or the I-5 elevated structure within the RSP Area, or the proposed new I Street Bridge for at least one of three previous years prior to development within 500 feet of aforementioned areas.</p> <p>Prior to construction within 500 feet of an active purple martin colony (active within the past three years), the applicant shall retain a qualified biologist to prepare and then shall implement a Purple Martin Monitoring and Management Plan (PMMMP), to the satisfaction of the City. The PMMMP shall be enforced by the City in areas of suitable habitat (i.e., weep holes) within 500 feet of the I Street Bridge viaduct, or the elevated structure of Interstate 5 within the RSP Area. The PMMMP shall identify land use and building design requirements, landscape design and maintenance requirements, and management actions for the protection, enhancement, creation, and/or replacement of purple martin habitat within the RSP Area. Performance of the PMMMP shall be based on land use, and building design standards, landscape design, and maintenance criteria, and management actions that benefit</p>	SU	SU	SU	SU	SU

LTS = less than significant; NA = Not applicable; NI = no impact; PS = potentially significant; S = significant; SU = significant and unavoidable.

**TABLE S-3 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Significance Before Mitigation					Mitigation Measures	Significance After Mitigation				
	RSPU	RSPU LUV	KPMC	MLS	SO		RSPU	RSPU LUV	KPMC	MLS	SO
4.3 Biological Resources (cont.)											
Existing Plus Baseline (cont.)											
4.3-2 (cont.)						<p>purple martin. The PMMMP shall be tailored to the status and nesting locations of purple martins onsite at the time of plan creation, and will include at minimum the criteria below, or equivalent measures to conserve, protect, and restore purple martin habitat.</p> <ul style="list-style-type: none"> • Land Use and Building Design Criteria: <ul style="list-style-type: none"> – Prohibit buildings that obstruct flight path to and from nest sites within 120 feet of nesting locations. – Maintain a minimum of 21 feet of vertical space beneath weep holes – Maintain 230 feet of perching wire within 200 feet of the colony • Landscape Design and Maintenance Requirements: <ul style="list-style-type: none"> – Prohibit trees taller than nest height within 330 feet of nest sites – Limit tree plantings within 500 feet of the site to those that produce suitable nesting material (pine species). Areas beneath trees shall not be landscaped, and litter material left in place for next material use by birds – Ensure suitable nesting material is available for martin use. If no nest material is available for martins, place nesting material (straw, pine needles, etc.) within area for use by purple martin during the breeding bird season – Prohibit planting of ornamental fruit bearing trees within 500 feet of purple martin nests, including the colonization of weedy fruit-bearing trees such as privet • Management Actions: <ul style="list-style-type: none"> – Install, and/or maintain to ensure good working order, nest guards on weep holes where purple martin are known to nest 					
4.3-3: The proposed projects could result in impacts to special-status fish species and degradation of designated critical habitat.	LTS	LTS	LTS	LTS	PS	<p>4.3-3 (SO)</p> <p>To avoid, minimize, or compensate for potential impacts to protected and sensitive riverine species and critical habitat, and prevent impacts to special-status fish species the following actions shall be undertaken by the project applicant:</p> <ol style="list-style-type: none"> a) Unless prior approval is granted by NMFS, USFWS, and/or CDFW, (as applicable) in-water work shall be restricted to the August 1 to October 31 period to avoid/minimize construction impacts to special-status fish species. b) Project-related impacts to riverine (e.g., valley-foothill) riparian vegetation shall be minimized by replacing lost vegetation onsite at a minimum ratio of 1:1, along the Sacramento River, if feasible. Mitigation and/or restoration plans for all habitats that require revegetation, habitat creation, restoration, and enhancement shall be approved by the regulatory agencies, as applicable, and shall include construction specifications; irrigation schedules; planting palettes (showing container stock/box plantings, cutting specifications, and seed mixes); monitoring, maintenance, and remediation schedules; and success criteria, assurances and contingency measures. Revegetation specifications, species composition and density shall be developed by an experienced restoration ecologist. The restoration sites shall be evaluated to ensure that required revegetation has been performed in areas where temporary construction has been completed. A report documenting restoration efforts shall be submitted by the applicant to the City and applicable regulatory agencies. If necessary, remedial revegetation should occur during the same rainy season that the remedial recommendation is made. Restoration sites shall be monitored by qualified restoration ecologists for three to five years, or until success criteria are achieved. Restoration plans shall be included in the final construction documents. Grading and revegetation activities shall comply with applicable regulations and mitigation measures identified in this EIR pertaining to dust, air emissions, noise, water quality and other potential environmental effects. Alternatively, if approved by regulatory agencies, the applicant may purchase mitigation credits from approved mitigation banks. Final mitigation ratios and locations are to be established in consultation with the regulatory agencies prior to riverbed disturbing activities and detailed mitigation requirements will be identified in the final regulatory agency permits. c) To the extent feasible, the project applicant shall plant riparian vegetation and install biotechnical features, such as brush piles, logs, and rootwads, to replace habitat impacted by construction of the outfall structure. These structures shall compensate for potential impacts associated with increased predation around the new structure. Specific measures shall include elements that contribute to nearshore cover in the immediate vicinity of the structure to increase the potential for juvenile fish while discouraging occupancy of the same structures by predaceous species. The precise amount and relative value of affected riparian and cover habitat would be determined during project-level analysis of proposed activities. d) Mitigation of riverine habitat would occur through creation, restoration, enhancement, and/or preservation of this habitat type within an approved off-site location and/or mitigation bank at a ratio to be established in consultation with the regulatory agencies. Mitigation banking would involve using mitigation credits from mitigation banks approved by the regulatory agencies. Final mitigation ratios and locations are to be established in consultation with the regulatory agencies prior to riverbed disturbing activities and detailed mitigation requirements will be identified in the final regulatory agency permits. e) The cofferdam sheetpiles at the outfall structure construction site shall be installed using a vibratory hammer where possible to minimize underwater sound pressure levels to the greatest extent feasible and associated effects to sensitive fish species. If impact pile driving is required, sound pressure levels shall be managed (through operational controls) to achieve single-strike sound levels less than 206 dB peak (dBpeak) and 183 dB sound exposure level (dBSEL) measured at a distance of 10 meters. Additionally, pile driving shall only be conducted during daytime hours (allowing for regular periods of no impact) and shall commence at low-energy levels and slowly build to impact force (allowing for fish to move away from the construction site). <p>The project applicant shall also consult with NMFS, USFWS, and CDFW (as part of obtaining permit approvals, e.g., FESA Section 7 and Fish and Game Code Section 1600) to determine necessary impact minimization actions, which may include surveying the outfall site to determine fish</p>	NA	NA	NA	NA	LTS

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**TABLE S-3 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Significance Before Mitigation					Mitigation Measures	Significance After Mitigation				
	RSPU	RSPU LUV	KPMC	MLS	SO		RSPU	RSPU LUV	KPMC	MLS	SO
4.3 Biological Resources (cont.)											
Existing Plus Baseline (cont.)											
4.3-3 (cont.)						presence prior to installation. The project applicant shall implement any additional measures developed through the FESA Section 7 and Fish and Game Code Section 1600 permit processes, to ensure that impacts are avoided and/or minimized. f) To reduce the potential for fish stranding or minimize the potential for harm during cofferdam dewatering activities, the project applicant or its contractor shall implement a fish rescue plan. Prior to the closure of the cofferdam in the Sacramento River, seining by a qualified fisheries biologist will be conducted within the cofferdam using a small-mesh seine to direct and move fish out of the cofferdam area. Upon completion of seining, the entrance to the cofferdam will be blocked with a net to prevent fish from entering the cofferdam isolation area before the cofferdam is completed. Once the cofferdam is completed and the area within the cofferdam is closed and isolated, additional seining will be conducted within the cofferdam to remove any remaining fish. Once most of the fish have been removed from the isolated area, portable pumps with intakes equipped with 1.75 mm mesh screen shall be used to dewater to a depth of 1.5-2 feet. A qualified biologist shall implement further fish rescue operations using electrofishing and dip nets. All fish that are captured will be placed in clean 5-gallon buckets and/or coolers filled with Sacramento River water, transported downstream of the construction area, and released back into suitable habitat in the Sacramento River with minimal handling. After all fish have been removed using multiple seine passes, electrofishing, and dip nets (as necessary), portable pumps with screens (see above) will be used for final dewatering. NMFS, USFWS, and CDFW shall be notified at least 48 hours prior to the fish rescue.					
4.3-4: Development of the proposed projects could result in removal of habitat for the Valley Elderberry Longhorn Beetle.	S	S	NI	NI	NI	4.3-4 (RSPU) (1) Prior to construction within the RSP Area, the site shall be surveyed for the presence of the valley elderberry longhorn beetle and its elderberry host plant by a qualified biologist in accordance with USFWS protocols. If elderberry plants with one or more stems measuring 1.0 inch or greater in diameter at ground level occur on or adjacent to the project site, or are otherwise located where they may be directly or indirectly affected by the Proposed Project, minimization and compensation measures, which include transplanting existing shrubs and planting replacement habitat (conservation plantings), are required (see below). Surveys are valid for a period of two years. Elderberry plants with no stems measuring 1.0 inch or greater in diameter at ground level are unlikely to be habitat for the beetle because of their small size and/or immaturity. Therefore, no minimization measures are required for removal of elderberry plants with all stems measuring 1.0 inch or less in diameter at ground level. (2) For shrubs with stems measuring 1.0 inch or greater, the City shall ensure that elderberry shrubs within 100 feet of proposed development be protected and/or compensated for in accordance with the "U.S. Fish and Wildlife Services' (USFWS) Conservation Guidelines for the Valley Elderberry Longhorn Beetle and the Programmatic Formal Consultation Permitting Projects with Relatively Small Effects on the Valley Elderberry Longhorn Beetle Within the Jurisdiction of the Sacramento Field Office."	LTS	LTS	NA	NA	NA
4.3-5: Development of the proposed projects could result in removal of habitat for the western pond turtle.	LTS	LTS	NI	NI	LTS	None required	NA	NA	NA	NA	
4.3-6: Development of the proposed projects could result in impacts to bat species.	PS	PS	NI	NI	PS	4.3-6 (RSPU, SO) Minimize potential adverse effects to bat species. Vegetation removal, including tree removal, shall be conducted between September 16 and January 31, to the extent feasible, to minimize the potential loss of bat maternity roosts. The applicant shall conduct pre-construction surveys for roost sites prior to construction activities within 100 feet of the I 5, I Street Bridge, and riparian habitat along the Sacramento River during the bat pupping season (April 1 through July 31). This survey shall be conducted by a wildlife biologist qualified to identify bat species. If no bats are roosting, then no further mitigation is required. If a bat maternity roost is identified, buffers around the roost site shall be determined by a qualified biologist and implemented to avoid destruction or abandonment of the roost resulting from tree removal or other project activities.	LTS	LTS	NA	NA	LTS
4.3-7: Development of the proposed projects could result in net reduction of sensitive habitats including protected wetland habitat as defined in Section 404 of the Clean Water Act, riparian vegetation, and state jurisdictional waters/wetlands.	S	S	NI	NI	S	4.3-7 (SO) The applicant shall prepare a wetland and riparian mitigation plan that ensures no net loss of waters of the U.S. and riparian vegetation. The wetland and riparian mitigation plan shall be based on a wetland delineation verified by USACE. This measure may be implemented through the 404 permit and Streambed Alteration Agreement process. The plan shall include the following: 1) The project proponent shall compensate for the loss of wetland and riparian habitat through a combination of restoration/enhancement, and the purchase of mitigation credits at an approved mitigation bank. The ratio of compensation shall be determined in consultation with USACE and California Department of Fish and Wildlife (CDFW), as part of the 404 permit and Streambed Alteration Agreement process, but shall not be less than 1:1. 2) Prior to any construction activities on the site, a protective fence shall be erected around the boundaries of areas that would be disturbed by construction. This fence shall remain in place until all construction activity in the immediate area is completed. No activity shall be permitted within the protected areas except for those expressly permitted by USACE and/or CDFW. 3) Water quality in the Sacramento River shall be protected using erosion control techniques during construction including, but not necessarily limited to, preservation of existing vegetation, mulches (e.g., hydraulic, straw, wood), and geotextiles and mats, during construction.	LTS	LTS	NA	NA	LTS

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**TABLE S-3 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Significance Before Mitigation					Mitigation Measures	Significance After Mitigation				
	RSPU	RSPU LUV	KPMC	MLS	SO		RSPU	RSPU LUV	KPMC	MLS	SO
4.3 Biological Resources (cont.)											
Existing Plus Baseline (cont.)											
4.3-8: Development of the proposed projects could result in isolation or interruption of contiguous habitat which would interfere substantially with the movement of resident or migratory fish or wildlife species, migratory corridors, or impede the use of native wildlife nursery sites.	PS	PS	LTS	NI	LTS	4.3-8 (RSPU, KPMC, SO) The applicant shall reduce spillover lighting from the proposed project onto the Sacramento River by implementing the following: The applicant shall place structural barriers to screen automobile headlights that are directed perpendicular to the river shall be screened along the western project edge. This may be accomplished through the placement of a 3-4 foot vegetated hedge or other structural methods that would not additionally hinder wildlife movement through riverine riparian vegetation. Outdoor lighting within the RSP Area west of I-5 shall be of the minimum wattage required for the particular use and shall be directed to the specific location intended for illumination (e.g., roads, walkways, or recreation fields) to prevent stray light spillover onto sensitive riverine habitat. All fixtures on elevated light standards within the RSP Area west of I-5, such as in parking lots or along roadways, shall be shielded to reduce direct exposure to the Sacramento River.	LTS	LTS	NA	NA	NA
4.3-9: Development of the proposed projects could conflict with local policies protecting trees.	PS	PS	NI	NI	S	4.3-9 (RSPU, SO) All tree removal within the RSP Area shall comply with the current City of Sacramento tree protection ordinance. The applicant shall implement mitigation measures to protect retained trees, and replace for the loss of tree resources (tree protection, and replacement measures shall be determined in consultation with the City).	LTS	LTS	NA	NA	LTS
Cumulative											
4.3-10: Implementation of the proposed projects, in combination with other cumulative development, could/would contribute to the cumulative loss of foraging habitat for Swainson's hawk.	LTS	LTS	LTS	LTS	NI	None required	NA	NA	NA	NA	NA
4.3-11: Implementation of the proposed projects, in combination with other cumulative development, could/would contribute to the cumulative harm to, or loss of nesting habitat, for Swainson's hawk, white-tailed kite, purple martin, and other sensitive and/or protected bird species.	S	S	S	S	S	4.3-11(a) and 4.3-11(b) (RSPU) Implement Mitigation Measure 4.3-2(a) and 4.3-2(b).	SU	SU	SU	SU	SU
4.3-12: Implementation of the proposed projects, in combination with other cumulative development, could/would contribute to cumulative impacts to special-status fish species and degradation of designated critical habitat.	PS	PS	NI	NI	PS	4.3-12 (SO) Implement Mitigation Measure 4.3-2(a) through 4.3-2(f).	LTS	LTS	NA	NA	LTS
4.3-13: Implementation of the proposed project, in combination with other cumulative development, could/would contribute to the cumulative loss of habitat for the Valley Elderberry Longhorn Beetle.	PS	PS	NI	NI	NI	4.3-13 (RSPU) Implement Mitigation Measure 4.3-4.	LTS	LTS	NA	NA	NA
4.3-14: Implementation of the proposed project, in combination with other cumulative development, could/would contribute to the cumulative loss of habitat for the western pond turtle.	LTS	LTS	NI	NI	LTS	None required.	NA	NA	NA	NA	NA
4.3-15: Implementation of the proposed projects, in combination with other cumulative development, could/would contribute to the cumulative loss of habitat, or impacts to for bat species.	S	S	NI	NI	S	4.3-15 (RSPU, SO) Implement Mitigation Measure 4.3-6.	LTS	LTS	NA	NA	LTS

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**TABLE S-3 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Significance Before Mitigation					Mitigation Measures	Significance After Mitigation				
	RSPU	RSPU LUV	KPMC	MLS	SO		RSPU	RSPU LUV	KPMC	MLS	SO
4.3 Biological Resources (cont.)											
Cumulative (cont.)											
4.3-16: Implementation of the proposed projects, in combination with other cumulative development, could/would contribute to the cumulative loss of sensitive habitats including protected wetland habitat as defined in Section 404 of the Clean Water Act, riparian vegetation, and state jurisdictional waters/wetlands.	S	S	NI	NI	S	4.3-16 (SO) Implement Mitigation Measure 4.3-7.	LTS	LTS	NA	NA	LTS
4.3-17: Implementation of the proposed projects, in combination with other cumulative development, could/would contribute to the cumulative isolation or interruption of contiguous habitat which would interfere substantially with the movement of resident or migratory fish or wildlife species, migratory corridors, or impede the use of native wildlife nursery sites.	PS	PS	NI	NI	PS	4.3-17 (RSPU, SO) Implement Mitigation Measure 4.3-8.	LTS	LTS	NA	NA	LTS
4.3-18: Implementation of the proposed projects, in combination with other cumulative development, could/would contribute to the cumulative loss of locally protected trees.	LTS	LTS	LTS	LTS	LTS	None required.	NA	NA	NA	NA	NA
4.4 Cultural Resources											
Existing Plus Baseline											
4.4-1: The proposed projects could cause a substantial adverse change in the significance of an archaeological resource, including human remains.	PS	PS	PS	PS	PS	<p>4.4-1(a) (RSPU ASAs)</p> <ul style="list-style-type: none"> i. Prior to any ground-disturbing activity in Archaeologically Sensitive Areas (ASAs), a focused Archaeological Testing Plan (ATP) shall be prepared and implemented to determine the presence/absence of archaeological resources and to assess their eligibility to the CRHR. The ATP shall be reviewed and approved by the Preservation Director prior to implementation. An example outline of the ATP is included in Appendix E of this Draft SEIR. ii. If the testing program identifies CRHR-eligible archaeological resources, an Archaeological Mitigation Plan shall be prepared and implemented. iii. Based upon the results of test excavations, it may be necessary to conduct archaeological monitoring in some areas. IN these areas, an Archaeological Monitoring Plan shall be prepared and implemented to ensure appropriate identification and treatment of anticipated archaeological resources, if any are discovered during grading or construction activities. At a minimum, the Monitoring Plan shall include provisions to result in the cessation of activities upon discovery, evaluation of such resources for historic significance, and if the resource is significant, appropriate treatment based on recommendations of a qualified archaeologist. Appropriate treatment shall include protection of the resource from further damage, and one of the following, as appropriate: (1) preservation in place; (2) return of the resource to the most likely descendent (MLD) (if determined to be of Native American origin), (3) curation in an appropriate location or facility, and/or (4) recordation. The City Preservation Director shall approve the Archaeological Monitoring Plan prior to implementation. An example outline of an Archaeological Monitoring Plan is included in Appendix E of this Draft SEIR. iv. Prior to construction activities, an archaeologist will lead an in-field tailgate training session for project construction crews on the kinds and types of resources that may be present, and give plans for actions of work stoppage to occur should archeological features be encountered. <p>4.4-1(b) (RSPU, footprint of the northern levee embankment only)</p> <p>Within the current footprint of the northern levee embankment, prior to ground-disturbing activities that are anticipated to extend below the level of North B Street (e.g. excavation below the base of the extant levee embankment), an Archaeological Monitoring Plan shall be prepared and implemented to ensure appropriate identification and treatment of anticipated archaeological resources, if any are discovered during grading or construction activities. In the event of inadvertent discovery of a potential archaeological resource or human remains, Mitigation Measure 4.4-1(c) will be implemented.</p> <p>4.4-1(c) (RSPU, KPMC, MLS, SO)</p> <p>In the event that unanticipated archaeological resources or human remains are encountered, compliance with federal and state regulations and guidelines regarding the treatment of cultural resources and human remains shall be required. The following details the procedures to be followed in the event that new cultural resource sites or human remains are discovered.</p>	LTS	LTS	LTS	LTS	LTS

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**TABLE S-3 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Significance Before Mitigation					Mitigation Measures	Significance After Mitigation				
	RSPU	RSPU LUV	KPMC	MLS	SO		RSPU	RSPU LUV	KPMC	MLS	SO
4.4 Cultural Resources (cont.)											
Existing Plus Baseline (cont.)											
4.4-1 (cont.)						i. If a monitoring archaeologist or a member of the construction team believes that an archaeological resource has inadvertently been uncovered, all work adjacent to the discovery shall cease, and an SOI qualified archaeologist immediately notified. Appropriate steps shall be taken, as directed by the archaeologist, to protect the discovery site. The area of work stoppage will be adequate to provide for the security, protection, and integrity of the archaeological resources in accordance with Federal and State Law. At a minimum the area will be secured to a distance of 50 feet from the discovery. Vehicles, equipment, and unauthorized personnel shall not be permitted to traverse the discovery site. The archaeologist shall conduct a field investigation and assess the significance of the find. Impacts to cultural resources shall be lessened to a less-than-significant level through data recovery or other methods determined adequate by the archaeologist and consistent with the Secretary of the Interior's Standards for Archaeological Documentation. All identified cultural resources shall be recorded on the appropriate DPR 523 (A-L) form and filed with the North Central Information Center. ii. If human remains are discovered at the project construction site during any phase of construction, all ground-disturbing activity within 50 feet of the resources shall be halted and the County Coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County Coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. If the remains are determined to be Chinese, or any other ethnic group, the appropriate local organization affiliated with that group shall be contacted and all reasonable effort shall be made to identify the remains and determine and contact the most likely descendant. The approved mitigation shall be implemented before the resumption of ground-disturbing activities within 50 feet of where the remains were discovered. If the remains are of Native American origin, the landowner or the landowner's representative shall contact the Native American Heritage Commission to identify the Most Likely Descendant. That individual shall be asked to make a recommendation to the landowner for treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.983. If the Most Likely Descendant fails to make a recommendation or the landowner or his or her authorized representative rejects the recommendation of the descendant, and if mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner, then the landowner or authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.					
4.4-2: The proposed projects could cause a substantial adverse change in to the Central Shops Historic District, or the Water Tower.	S	S	NI	NI	NI	4.4-2(a) (RSPU Central Shops District) Consistent with Section 17.604 and other sections of Title 17 of the City's Planning & Development Code, and in coordination and consultation with the Preservation Director and the Preservation Commission, and adopted by the City Council, a Historic District Plan that is specifically focused on the Historic District in the Central Shops shall be prepared. Any development within the Historic District shall comply with the standards and criteria identified in the plan. The Historic District Plan shall include, at a minimum, the following components: 1. Statement of the goals for review of development projects within the Historic District; 2. A representation of the historical development of land uses, existing land uses, and any adopted plans for future land uses; 3. A statement of findings, including the following: a. The historical or pre-historical period to which the area is significant. b. The predominant periods or styles of the structures or features therein. c. The significant features and characteristics of such periods or styles, as represented in the Historic District and incorporating the findings of the historic district designation completed by the City in 2007, including, but not limited to, structure height, bulk, distinctive architectural details, materials, textures, archeological and landscape, hardscape and site features and fixtures. d. A statement, consistent with Title 17, Sacramento Register of Historic and Cultural Resources, of this chapter, of the standards and criteria to be used in determining the appropriateness of any development project involving a landmark, contributing resource or noncontributing resource within the Historic District. 4.4-2(b) (RSPU Central Shops District) A copy of the full Southern Pacific Company Sacramento Shops HAER document (HAER CA303) shall be completed, and filed with the City's Preservation Office and Center for Sacramento History, including the historic narrative, architectural drawings, and photographs, and archive quality copies disseminated to the appropriate state, regional, and local repositories.	LTS	LTS	NA	NA	NA
4.4-3: The proposed projects could cause a substantial adverse change to the Central Shops Historic District, or Water Tower, by new construction surrounding and affecting the contributing resources and the significant features and characteristics of the district.	PS	S	NI	NI	NI	4.4-3 (RSPU Central Shops and Transition Zone) Any proposed new project within the Central Shops Historic District (including new construction on Lot 22) shall be designed in compliance with the Secretary of the Interior's Standards for the Treatment of Historic Properties, specifically the standards for rehabilitation and new construction within a historic district. Standards 9 and 10 for Rehabilitation state that:	LTS	LTS	NA	NA	NA

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**TABLE S-3 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Significance Before Mitigation					Mitigation Measures	Significance After Mitigation				
	RSPU	RSPU LUV	KPMC	MLS	SO		RSPU	RSPU LUV	KPMC	MLS	SO
4.4 Cultural Resources (cont.)											
Existing Plus Baseline (cont.)											
4.4-3 (cont.)						<p>9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and shall be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.</p> <p>10. New additions and adjacent or related new construction shall be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.</p> <p>The RSPU Design Guidelines and policies shall be consistent with these standards. In addition to compliance with the above, with the proposed adopted Historic District plan, and with the Design Guidelines established as part of the proposed RSPU, the project developer shall ensure that any new project involving the design of a new building shall not have a significant impact on the Historic District's contributing resources or its features and characteristics. The City of Sacramento Historic Preservation Director, or the Commission, as appropriate per Preservation Development Project Site Plan & Design Review requirements of Title 17 of the City Code, shall review any proposed project's site plan and design to ensure its compatibility with the SOI Standards and the adopted Historic District plan.</p>					
4.4-4: The proposed projects could cause a substantial adverse change to the I Street Bridge.	LTS	LTS	NI	NI	NI	None required.	NA	NA	NA	NA	NA
4.4-5: The proposed projects could cause a substantial adverse change in the significance of historic resources outside of the Central Shops, specifically the remnant portion of the Pioneer/Sperry Grain Mill, California State Landmark 780 the First Transcontinental Railroad, and the Sacramento River Levees.	LTS	LTS	NI	NI	NI	None required.	NA	NA	NA	NA	NA
4.4-6: The proposed projects could cause a substantial adverse change in the significance of the Alkali Flat West and North Historic Districts.	LTS	LTS	NI	LTS	NI	None required.	NA	NA	NA	NA	NA
4.4-7: Construction of the proposed projects could damage and/or destroy paleontological resources.	PS	PS	PS	PS	PS	<p>4.4-7 (RSPU, KPMC, MLS, SO)</p> <p>If discovery is made of items of paleontological interest, the contractor shall immediately cease all work activities in the vicinity (within approximately 100 feet) of the discovery. After cessation of excavation the contractor shall immediately contact the City. The contractor shall not resume work until authorization is received from the City. Any inadvertent discovery of paleontological resources during construction shall be evaluated by a qualified paleontologist. If it is determined that the project could damage a unique paleontological resource (as defined pursuant to the CEQA Guidelines), mitigation shall be implemented in accordance with PRC Section 21083.2 and Section 15126.4 of the CEQA Guidelines. If avoidance is not feasible, the paleontologist shall develop a treatment plan in consultation with the City.</p>	LTS	LTS	LTS	LTS	LTS
Cumulative											
4.4-8: The proposed projects could contribute to the cumulative loss or alteration of archaeological resources, including human remains.	PS	PS	PS	PS	PS	<p>4.4-8</p> <p>Implement Mitigation Measures 4.4-1(a) through 4.4-1(c).</p>	SU	SU	SU	SU	SU
4.4-9: The proposed projects could contribute to the cumulative loss or alteration of historic built resources, including the Central Shops Historic District (the Southern Pacific Railroad Shops), the Water Tower, the Sacramento Valley Station, or the Alkali Flat Historic Districts.	S	S	NI	NI	NI	<p>4.4-9</p> <p>Implement Mitigation Measure 4.4-2 and 4.4-3.</p>	LTS	LTS	NA	NA	NA
4.4-10: The Proposed projects would contribute to cumulative losses of paleontological resources.	S	S	S	S	S	<p>4.4-10</p> <p>Implement Mitigation Measure 4.4-7.</p>	LTS	LTS	LTS	LTS	LTS

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**TABLE S-3 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Significance Before Mitigation					Mitigation Measures	Significance After Mitigation				
	RSPU	RSPU LUV	KPMC	MLS	SO		RSPU	RSPU LUV	KPMC	MLS	SO
4.5 Energy Demand and Conservation											
Existing Plus Baseline											
4.5-1: The proposed project would increase demand for energy, specifically electricity and natural gas, the construction of which could cause significant environmental effects.	LTS	LTS	LTS	LTS	LTS	None required.	NA	NA	NA	NA	NA
4.5-2: The proposed projects could result in the wasteful, inefficient, or unnecessary use of energy.	LTS	LTS	LTS	LTS	LTS	None required.	NA	NA	NA	NA	NA
Cumulative											
4.5-3: The proposed project would contribute to cumulative increases in demand for energy.	LTS	LTS	LTS	LTS	LTS	None required.	NA	NA	NA	NA	NA
4.6 Geology, Soils, and Seismicity											
Existing Plus Baseline											
4.6-1: The proposed projects could expose people and structures to seismic hazards, such as groundshaking and liquefaction.	LTS	LTS	LTS	LTS	LTS	None required.	NA	NA	NA	NA	NA
4.6-2: The proposed projects could result in damage to the historic Central Shops.	PS	PS	LTS	LTS	NI	4.6-2 (RSPU) a) To the extent feasible, the historic buildings shall be stabilized and reinforced prior to trenching or other construction activities within 50 feet of the buildings. b) A pre-excavation settlement-damage survey shall be prepared that shall include, at a minimum, visual inspection of existing vulnerable structures for cracks and other settlement defects, and establishment of horizontal and vertical control points on the buildings. A monitoring program of surveying horizontal and vertical control points on structures and shoring shall be followed to determine the effects of dewatering, excavation, and construction on the particular building site. If it is determined by the engineer that the existing buildings could be subject to damage, work shall cease until appropriate remedies to prevent damage are identified. c) If necessary and with approval by the City Chief Building Official, the construction contractor shall install temporary shoring or stabilization to help avoid permanent impacts. Stabilization may involve structural reinforcement or corrections for deterioration that would minimize or avoid potential structural failures or avoid accelerating damage to the historic structure. Stabilization shall be conducted following the Secretary of Interior Standards Treatment of Preservation. This treatment shall ensure retention of the historical resource's character-defining features. Stabilization may temporarily impair the historic integrity of the building's design, material, or setting, and as such, the stabilization must be conducted in a manner that will not permanently impair a building's ability to convey its significance. Measures to shore or stabilize the building shall be installed in a manner that when they are removed, the historic integrity of the building remains, including integrity of material.	LTS	LTS	LTS	LTS	LTS
4.6-3: The proposed projects could cause erosion or the loss of topsoil during construction or operation.	LTS	LTS	LTS	LTS	LTS	None required	NA	NA	NA	NA	NA
4.6-4: The proposed projects could expose people or structures to unstable soil conditions, including expansive soils and subsidence.	LTS	LTS	LTS	LTS	LTS	None required	NA	NA	NA	NA	NA
Cumulative											
4.6-5: The proposed projects could contribute to cumulative increases in the number of people exposed to seismic and geologic risks.	LTS	LTS	LTS	LTS	LTS	None required	NA	NA	NA	NA	NA
4.6-6: The proposed projects could contribute to cumulative increases in erosion within the Sacramento watershed.	LTS	LTS	LTS	LTS	LTS	None required	NA	NA	NA	NA	NA

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**TABLE S-3 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Significance Before Mitigation					Mitigation Measures	Significance After Mitigation				
	RSPU	RSPU LUV	KPMC	MLS	SO		RSPU	RSPU LUV	KPMC	MLS	SO
4.7 Global Climate Change											
Cumulative											
4.7-1: Implementation of the proposed projects could conflict with the City of Sacramento's Climate Action Plan.	LTS	LTS	LTS	LTS	LTS	None required	NA	NA	NA	NA	NA
4.8 Hazards and Hazardous Materials											
Existing Plus Baseline											
4.8-1: Construction of the proposed projects could result in the exposure of people to health risk associated with contaminated soils and debris.	PS	PS	LTS	LTS	PS	4.8-1 (RSPU, West Jibboom only, SO) If unidentified or suspected contaminated soil or groundwater evidenced by stained soil, noxious odors, or other factors, is encountered during site preparation or construction activities work shall stop in the area of potential contamination, and the type and extent of contamination shall be identified by a Registered Environmental Assessor (REA) or qualified professional. The REA or qualified professional shall prepare a report that includes, but is not limited to, activities performed for the assessment, summary of anticipated contaminants and contaminant concentrations, and recommendations for appropriate handling and disposal. Site preparation or construction activities shall not recommence within the contaminated areas until remediation is complete and a "no further action" letter is obtained from the appropriate regulatory agency.	LTS	LTS	NA	NA	LTS
4.8-2: Renovation of Central Shop buildings could expose people to asbestos-containing materials, lead-based paint and/or other hazardous materials.	LTS	LTS	NI	NI	NI	None required.	NA	NA	NA	NA	NA
4.8-3: Development of the proposed projects could expose people to existing contaminated groundwater during dewatering activities.	PS	PS	LTS	LTS	PS	4.8-3 (RSPU, West Jibboom only, SO) Implement Mitigation Measure 4.8-1.	LTS	LTS	NA	NA	LTS
4.8-4: Construction of the proposed projects' infrastructure and buildings could interfere with remediation efforts.	PS	PS	LTS	LTS	PS	4.8-4 (RSPU, West Jibboom only, SO) Implement Mitigation Measure 4.8-1.	LTS	LTS	NA	NA	LTS
4.8-5: Occupancy of the proposed projects could increase the use of hazardous substances during occupancy.	LTS	LTS	LTS	LTS	LTS	None required.	NA	NA	NA	NA	NA
4.8-6: Development of the proposed projects would bring new occupants or visitors in proximity to hazardous substances transportation routes, such as I-5 and the UPRR rail lines.	LTS	LTS	LTS	LTS	NI	None required.	NA	NA	NA	NA	NA
4.8-7: Operation of the proposed projects could result in the exposure of people to health risks associated with contaminated soils and groundwater.	PS	PS	PS	PS	PS	4.8-7 (RSPU, KPMC, MLS, SO) a) In areas where the groundwater contamination has the potential to reach water, sewer or storm drainage pipelines due to fluctuations in the elevation of the groundwater table, or where volatile contaminants in soil vapor could enter porous utility lines, measures such as concrete trenches, membrane barriers and venting will be used to prevent infiltration in accordance with DTSC requirements. b) Routine monitoring of the above areas shall be performed by the landowners and/or the City, reported to DTSC and Regional Water Board, and corrective actions implemented if the results indicate adverse change in water quality. For stormwater, the monitoring may be conducted through the City's MSR 4 program.	LTS	LTS	LTS	LTS	LTS
Cumulative											
4.8-8: The proposed projects in combination with development of other projects in the surrounding area known to contain, or could contain contaminated soil or groundwater, could present a hazard to construction workers if not properly managed.	S	S	LTS	LTS	S	4.8-8 (RSPU, West Jibboom only, SO) Implement Mitigation Measure 4.8-1.	LTS	LTS	NA	NA	LTS

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**TABLE S-3 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Significance Before Mitigation					Mitigation Measures	Significance After Mitigation				
	RSPU	RSPU LUV	KPMC	MLS	SO		RSPU	RSPU LUV	KPMC	MLS	SO
4.8 Hazards and Hazardous Materials (cont.)											
Cumulative (cont.)											
4.8-9: The proposed projects could contribute to cumulative dewatering activities that could interfere with remediation of the existing South Plume and Lagoon Plume.	S	S	LTS	LTS	S	4.8-9 (RSPU, West Jibboom only, SO) Implement Mitigation Measure 4.8-1.	LTS	LTS	NA	NA	LTS
4.8-10: The proposed projects could contribute to cumulative risk of exposure of people due to inadvertent or accidental releases of hazardous substances transported on local or regional roadways or rail lines.	LTS	LTS	LTS	LTS	LTS	None required.	NA	NA	NA	NA	NA
4.9 Hydrology and Water Quality											
Existing Plus Baseline											
4.9-1: The proposed projects could degrade water quality during construction.	LTS	LTS	LTS	LTS	LTS	None required.	NA	NA	NA	NA	NA
4.9-2: Operation of the proposed projects could generate new sources of polluted runoff.	LTS	LTS	LTS	LTS	LTS	None required.	NA	NA	NA	NA	NA
4.9-3: The proposed projects could expose people or property to an increased risk of flood hazards.	LTS	LTS	LTS	LTS	NI	None required.	NA	NA	NA	NA	NA
4.9-4: The proposed projects could adversely affect groundwater supplies, groundwater quality and/or interfere with groundwater recharge.	LTS	LTS	LTS	LTS	LTS	None required.	NA	NA	NA	NA	NA
Cumulative											
4.9-5: The proposed projects would contribute to the cumulative degradation of water quality.	LTS	LTS	LTS	LTS	LTS	None required.	NA	NA	NA	NA	NA
4.9-6: The proposed projects could contribute to cumulative increases in the risk of flooding.	LTS	LTS	LTS	LTS	LTS	None required.	NA	NA	NA	NA	NA
4.9-7: The proposed projects could contribute to cumulative impact on groundwater supplies, quality, and recharge.	LTS	LTS	LTS	LTS	LTS	None required.	NA	NA	NA	NA	NA
4.10 Noise and Vibration											
Existing Plus Baseline											
4.10-1: Construction of the proposed projects could generate noise that would conflict with City standards.	S	S	S	S	LTS	4.10-1 (RSPU, KPMC, MLS) The contractor shall ensure that the following measures are implemented during all phases of project construction: a) Whenever construction occurs within 130 feet to occupied residences (on or offsite), temporary barriers shall be constructed around the construction sites to shield the ground floor of the noise-sensitive uses. These barriers shall be of ¾-inch Medium Density Overlay (MDO) plywood sheeting, or other material of equivalent utility and appearance, and shall achieve a Sound Transmission Class of STC-30, or greater, based on certified sound transmission loss data taken according to ASTM Test Method E90 or as approved by the City of Sacramento Building Official. b) Construction equipment staging areas shall be located as far as feasible from residential areas while still serving the needs of construction contractors.	SU	SU	SU	SU	NA

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**TABLE S-3 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Significance Before Mitigation					Mitigation Measures	Significance After Mitigation				
	RSPU	RSPU LUV	KPMC	MLS	SO		RSPU	RSPU LUV	KPMC	MLS	SO
4.10 Noise and Vibration (cont.)											
Existing Plus Baseline (cont.)											
4.10-1 (cont.)						c) Use of auger displacement for installation of foundation piles, if feasible. If impact pile driving is required, "sonic" pile- drivers shall be used, unless engineering studies are submitted to the City that show this is not feasible, based on geotechnical considerations. d) Prior to impact pile driving activities in Blocks 49, 50 and 52, the applicant shall coordinate with the KCRA building management staff in order to minimize disruption from pile driving, to the extent feasible.					
4.10-2: Operations of the proposed projects could result in a substantial permanent increase in ambient exterior noise levels in the project vicinity.	S	S	PS	S	LTS	4.10-2 (a) (RSPU, KPMC, MLS) The project sponsor shall ensure that the following measures are implemented for all development under the proposed Specific Plan: i. Prior to the issuance of building permits, the applicant shall submit engineering and acoustical specification for project mechanical HVAC equipment and the proposed locations of onsite loading docks to the Planning Director demonstrating that the HVAC equipment and loading dock design (types, location, enclosure, specification) will control noise from the equipment to at least 10 dBA below existing ambient levels at nearby residential and other noise-sensitive land uses. ii. Noise-generating stationary equipment associated with proposed commercial and/or office uses, including portable generators, compressors, and compactors shall be enclosed or acoustically shielded to reduce noise-related impacts to noise-sensitive residential uses. iii. In order to avoid the exposure of rail noise to onsite future sensitive receptors that would exceed the City of Sacramento exterior noise standards, residential units within Blocks 35, 49 and 50 shall not be placed closer than 190 feet from the centerline of the UPRR rail line. 4.10-2(b) (MLS) i. The project applicant shall retain a qualified acoustical consultant to verify that the MLS Stadium architectural and outdoor amplified sound system designs incorporate all feasible acoustical features in order to comply with the City of Sacramento Noise Control Ordinance. ii. The project applicant shall be required to limit speakers at temporary plaza stages outside the stadium to be no louder than 100 dBA measured five (5) feet from the source.	SU	SU	SU	SU	SU
4.10-3: The proposed projects could result in residential interior noise levels of 45 dBA Ldn or greater caused by noise level increases due to project operation.	PS	LTS	LTS	PS	LTS	4.10-3(a) (RSPU) Prior to the issuance of building permits for residential projects within the RSP Area, the City shall require project applicants for residential development to submit a detailed noise study, prepared by a qualified acoustical consultant, to identify design measures necessary to achieve the City interior standard of 45 Ldn in the proposed new residences. The study shall be submitted to the City for review and approval. Design measures such as the following could be required, depending on the specific findings of the noise study: double-paned glass windows facing noise sources; solid-core doors; increased sound insulation of exterior walls (such as through staggered-or double-studs, multiple layers of gypsum board, and incorporation of resilient channels); weather-tight seals for doors and windows; or sealed windows with an air conditioning system installed for ventilation. This study can be a separate report, or included as part of the Noise and Vibration Reduction Plan for the proposed projects. The building plans submitted for building permit approval shall be accompanied by certification of a licensed engineer that the plans include the identified noise-attenuating design measures and satisfy the requirements of this mitigation measure. 4.10-3(b) (MLS) Implement Mitigation Measure 4.10-2(b) to minimize noise from outdoor amplified sound systems.	LTS	NA	NA	LTS	LTS
4.10-4: Construction of the proposed projects could expose existing and/or planned buildings, and persons within, to vibration that could disturb people and damage buildings.	PS	PS	PS	PS	LTS	4.10-4 (RSPU, KPMC, MLS) Prior to the issuance of any building permit for each phase of project development, the project applicant shall develop a Vibration Reduction Plan in coordination with an acoustical consultant, geotechnical engineer, and construction contractor, and submit the Plan to the City Chief Building Official for approval. The Plan shall include the following elements: 1) To mitigate vibration, the Plan shall include measures such that surrounding buildings will be exposed to less than 80 VdB and 83 VdB where people sleep and work, respectively, and less than 0.25 PPV for historic buildings to prevent building damage. Measures and controls shall be identified based on project-specific final design plans, and may include, but are not limited to, some or all of the following: 2) Buffer distances and types of equipment selected to minimize vibration impacts during construction at nearby receptors in order to meet the specified standards. 3) Implement a vibration, crack, and line and grade monitoring program at existing historic buildings located within 47 feet of construction activities. The following elements shall be included in this program: a) During building construction: i) The construction contractor shall regularly inspect and photograph crack gauges, maintaining records of these inspections to be included in post-construction reporting. Gauges shall be inspected every two weeks, or more frequently during periods of active project actions in close proximity to crack monitors, such as during the building construction of blocks 23 and 24.	SU	SU	SU	SU	NA

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**TABLE S-3 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Significance Before Mitigation					Mitigation Measures	Significance After Mitigation				
	RSPU	RSPU LUV	KPMC	MLS	SO		RSPU	RSPU LUV	KPMC	MLS	SO
4.10 Noise and Vibration (cont.)											
Existing Plus Baseline (cont.)											
4.10-4 (cont.)						ii) The construction contractor shall collect vibration data from receptors and report vibration levels to the City Chief Building Official on a monthly basis. The reports shall include annotations regarding project activities as necessary to explain changes in vibration levels, along with proposed corrective actions to avoid vibration levels approaching or exceeding the established threshold. iii) With regards to historic structures, if vibration levels exceed the threshold and monitoring or inspection indicates that the project is damaging the building, the historic building shall be provided additional protection or stabilization. If necessary and with approval by the City Chief Building Official, the construction contractor shall install temporary shoring or stabilization to help avoid permanent impacts. Stabilization may involve structural reinforcement or corrections for deterioration that would minimize or avoid potential structural failures or avoid accelerating damage to the historic structure. Stabilization shall be conducted following the Secretary of Interior Standards Treatment of Preservation. This treatment shall ensure retention of the historical resource's character-defining features. Stabilization may temporarily impair the historic integrity of the building's design, material, or setting, and as such, the stabilization must be conducted in a manner that will not permanently impair a building's ability to convey its significance. Measures to shore or stabilize the building shall be installed in a manner that when they are removed, the historic integrity of the building remains, including integrity of material. b) Post-construction i) The applicant (and its construction contractor) shall provide a report to the City Chief Building Official regarding crack and vibration monitoring conducted during demolition and construction. In addition to a narrative summary of the monitoring activities and their findings, this report shall include photographs illustrating the post-construction state of cracks and material conditions that were presented in the pre-construction assessment report, along with images of other relevant conditions showing the impact, or lack of impact, of project activities. The photographs shall sufficiently illustrate damage, if any, caused by the project and/or show how the project did not cause physical damage to the historic and non-historic buildings. The report shall include annotated analysis of vibration data related to project activities, as well as summarize efforts undertaken to avoid vibration impacts. Finally, a post-construction line and grade survey shall also be included in this report. ii) The project applicant (and its construction contractor) shall be responsible for repairs from damage to historic and non-historic buildings if damage is caused by vibration or movement during the demolition and/or construction activities. Repairs may be necessary to address, for example, cracks that expanded as a result of the project, physical damage visible in post-construction assessment, or holes or connection points that were needed for shoring or stabilization. Repairs shall be directly related to project impacts and will not apply to general rehabilitation or restoration activities of the buildings. If necessary for historic structures, repairs shall be conducted in compliance with the Secretary of Interior Standards Treatment of Preservation. The project applicant shall provide a work plan for the repairs and a completion report to ensure compliance with the SOI Standards to the City Chief Building Official and City Preservation Director for review and comment.					
4.10-5: The residential, non-residential, and mixed-use buildings constructed pursuant to the RSPU could be exposed to vibration levels due to existing rail operations and/or 15 traffic.	S	S	NI	NI	LTS	4.10-5 (RSPU) a) The historic structures in the Central Shops Historic District shall be stabilized using methods that would protect against vibration levels identified in the screening analysis (shown in Figure 6.8-3 of the 2007 RSP EIR). b) Prior to design review, the applicant shall have a certified vibration consultant prepare a site-specific vibration analysis for residential uses and historic structures that are within the screening distance (shown in Figure 6.8-3 of the 2007 RSP EIR) for freight and passenger trains or light rail trains. The analysis shall detail how the vibration levels at these receptors would meet the applicable vibration standards to avoid potential structural damage and human annoyance. The results of the analysis shall be incorporated into project design.	LTS	LTS	NA	NA	NA
Cumulative											
4.10-6: The proposed projects would result in exposure of people to cumulative increases in construction noise levels.	S	S	S	S	LTS	4.10-6 (RSPU, KPMC, MLS) Implement Mitigation Measure 4.10-1.	LTS	LTS	LTS	LTS	NA
4.10-7: The proposed projects would contribute to cumulative construction that could expose existing and/or planned buildings, and persons within, to significant vibration.	S	S	S	S	LTS	4.10-7 (RSPU, KPMC, MLS) Implement Mitigation Measure 4.10-4.	SU	SU	SU	SU	NA
4.10-8: The proposed projects would contribute to cumulative increases in traffic and rail noise levels.	LTS	LTS	LTS	LTS	LTS	None required.	NA	NA	NA	NA	NA
4.10-9: Implementation of the proposed projects would contribute to cumulative increases in residential interior noise levels of 45 dBA Ldn or greater.	PS	PS	LTS	PS	LTS	4.10-9(a) (RSPU) Implement Mitigation Measures 4.10-3(a). 4.10-9(b) (RSPU, MLS) Implement Mitigation Measure 4.10-3(b).	LTS	LTS	NA	LTS	NA

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SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Significance Before Mitigation					Mitigation Measures	Significance After Mitigation				
	RSPU	RSPU LUV	KPMC	MLS	SO		RSPU	RSPU LUV	KPMC	MLS	SO
4.11 Public Services											
4.11-1: The proposed projects would increase demand for police protection services within the City of Sacramento.	LTS	LTS	LTS	LTS	NI	None required	NA	NA	NA	NA	NA
4.11-2: The proposed projects would contribute to cumulative increase in demand for police protection services within the Central City.	LTS	LTS	LTS	LTS	NI	None required	NA	NA	NA	NA	NA
4.11-3: The proposed projects would increase the demand for fire protection services.	LTS	LTS	LTS	LTS	NI	None required	NA	NA	NA	NA	NA
4.11-4: The proposed projects would contribute to cumulative increases in demand for fire protection services within the Central City.	LTS	LTS	LTS	LTS	NI	None required	NA	NA	NA	NA	NA
4.11-5: The proposed projects would generate additional students in Sacramento City Unified School District and Twin Rivers Unified School District.	LTS	LTS	NI	NI	NI	None required	NA	NA	NA	NA	NA
4.11-6: The proposed projects could result in a school located in proximity to existing hazards, specifically railroad tracks.	S	S	NI	NI	NI	4.11-6 (RSPU) Prior to school site approval within 1,500 feet of the railroad tracks, the SCUSD shall retain a competent professional to prepare a safety study that assesses cargo manifests, frequency, speed, and schedule of railroad traffic, grade, curves, type and condition of track, need for sound or safety barriers, need for pedestrian and vehicle safeguards at railroad crossings, presence of high pressure gas lines near the tracks that could rupture in the event of a derailment, and preparation of an evacuation plan. Based on this information and the proposed location and design of the school, the study shall demonstrate that the school design and construction would not expose students to risks associated with train accidents. In the event these conditions cannot be satisfied, SCUSD shall proceed in a manner that complies with California Education Code section 14010(d).	LTS	LTS	NA	NA	NA
4.11-7: The proposed projects would contribute to the cumulative increases in student enrollment in the Sacramento City Unified School District and the Twin Rivers Unified School District.	LTS	LTS	LTS	LTS	LTS	None required	NA	NA	NA	NA	NA
4.11-8: The proposed projects would increase the demand for parks and recreational facilities.	S	S	NI	NI	NI	4.11-8 (RSPU) Prior to recordation of the tentative map, the project applicant shall reach agreement with the City on which of the proposed project elements and acreage meet the applicable City parkland dedication requirements. The project applicant shall pay in-lieu fees (Quimby and/or PIF) on the difference in acreage between the City parkland requirement and the amount of parkland the proposed project would supply, or provide "turnkey" improvements equal to the value of in-lieu fees owed, if any.	LTS	LTS	NA	NA	NA
4.11-9: The proposed projects would contribute to cumulative increases in demand on City parks and recreational facilities.	S	S	NI	NI	NI	4.11-9 (RSPU) Implement Mitigation Measure 4.11-8.	LTS	LTS	NA	NA	NA
4.11-10: The proposed projects could result in an increased demand for library services.	LTS	LTS	NI	NI	NI	None required	NA	NA	NA	NA	NA
4.11-11: The proposed projects would contribute to the cumulative increase in demand for library services in the City of Sacramento.	LTS	LTS	LTS	LTS	LTS	None required	NA	NA	NA	NA	NA

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SUMMARY OF IMPACTS AND MITIGATION MEASURES**

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	RSPU	RSPU LUV	KPMC	MLS	SO		RSPU	RSPU LUV	KPMC	MLS	SO
4.12 Transportation											
Existing Plus Baseline											
4.12-1: The proposed projects could worsen conditions at intersections in the City of Sacramento.	PS	PS	PS	PS	NI	<p>4.12-1(a) (RSPU)</p> <p>i. Implement Event Transportation Management Plan (TMP) to the satisfaction of the City Traffic Engineer and subject to the performance standards set forth within, including:</p> <ol style="list-style-type: none"> Vehicle Queuing on City Streets: Through added intersections capacity and/or traffic management, traffic does not queue back to upstream locations during the Pre-Event peak hour including (but not limited to): <ul style="list-style-type: none"> Northbound 7th Street traffic does not spill back from Railyards Boulevard into the UPRR undercrossing (i.e., queues do not extend any greater than 600 feet from Railyards Boulevard). Westbound North B Street traffic does not spill back from 7th Street to 8th Street Westbound North B Street traffic does not spill back from 8th Street to 12th Street Southbound 7th Street traffic does not spill back to LRT tracks at North B Street Pedestrian Flows: Through pedestrian flow management, pedestrians do not spill out of sidewalks onto streets with moving vehicles, particularly along 7th Street between Richards Boulevard and G Street, Railyards Boulevard between 5th Street and 8th Street, and North B Street between 7th Street and 12th Street. Vehicular Parking: A comprehensive parking plan is implemented that includes (but is not limited to) a reservation system, smartphone parking app, directional signage, real-time parking garage occupancy, etc. that minimizes unnecessary vehicular circulation (while looking for parking) within and adjacent to the RSP Area. Bicycle Parking: Signage is clearly visible to direct bicyclists to MLS Stadium event bicycle parking, which has an adequate supply to accommodate a typical MLS Stadium event. Light Rail Transit: A new light rail station/stop is constructed on 7th Street north of Railyards Boulevard and operational at the time the stadium opens, providing an adequate level of LRT service to meet the Pre- and Post-Event ridership demands. Bus/Paratransit: Specific locations are provided to accommodate public buses and paratransit vehicle stops within one block of the MLS Stadium. Ridesharing: Specific locations are provided for pick-up / drop-off areas such that taxi, Uber, or similar ridesharing services do not impede overall vehicular or pedestrian flow (including maintaining uncongested conditions along 10th Street to enable emergency vehicle response). Truck Staging: Delivery trucks associated with special events do not park or idle along 7th Street, 8th Street, North B Street, or Railyards Boulevard. <p>ii. Each project developed pursuant to the RSPU (including the Land Use Variant) shall pay the applicable fee for the I-5 Subregional Corridor Mitigation Program (SCMP) prior to issuance of building permits.</p> <p>iii. Convert existing Dos Rios Street leg at 12th Street/North B Street intersection to a right-turn only intersection that does not operate as part of the traffic signal.</p> <p>4.12-1(b) (KPMC)</p> <p>The following measures shall be implemented prior to issuance of the Certificate of Occupancy for Phase 1 of the KP Medical Center.</p> <ol style="list-style-type: none"> Implement Mitigation Measure 4.12-1(a)(ii). Implement Transportation Demand Management (TDM) Program. Widen Railyards Boulevard at 7th Street to provide a dedicated northbound left-turn lane and dedicated southbound right-turn lane. Operate signal with protected northbound left-turn phasing. Coordinate traffic signals on Railyards Boulevard at 5th, 6th, and 7th Streets. Implement either Option 1a, 1b, or Option 1c: <ul style="list-style-type: none"> Option 1a: Extend 5th Street northerly from South Park Street to North B Street. Install traffic signal at the 5th Street/South Park Street intersection. Operate with 5th Street/North B Street intersection with side-street stop-control. Widen eastbound North B Street at 7th Street to include a dedicated left-turn lane and a shared through/right lane and operate east-west approaches with protected left-turn phasing. Option 1b: Extend South Park Street easterly from 5th Street and extend 6th Street northerly from South Park Street extension to North B Street. Install traffic signal at the 5th Street/South Park Street intersection. Operate 6th Street/North B Street intersection with side-street stop-control. Widen eastbound North B Street at 7th Street to include a dedicated left-turn lane and a shared through/right lane and operate east-west approaches with protected left-turn phasing. Option 1c: Widen 7th Street/North B Street intersection to consist of a left-turn lane and a shared through/right lane on all approaches. Operate signal with protected left-turn phasing. 	LTS	LTS	LTS	SU	NA

LTS = less than significant; NA = Not applicable; NI = no impact; PS = potentially significant; S = significant; SU = significant and unavoidable.

**TABLE S-3 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Significance Before Mitigation					Mitigation Measures	Significance After Mitigation				
	RSPU	RSPU LUV	KPMC	MLS	SO		RSPU	RSPU LUV	KPMC	MLS	SO
4.12 Transportation (cont.)											
Existing Plus Baseline (cont.)											
4.12-1 (cont.)						4.12-1(c) (MLS) i. Implement Mitigation Measure 4.12-1(a)(i). ii. Convert existing Dos Rios Street leg at 12th Street/North B Street intersection to a right-turn only intersection that does not operate as part of the traffic signal. iii. Implement Transportation Demand Management (TDM) Program, if required by city code. iv. Construct South Park Street between 6 th Street and 7 th Street. v. Construct 6 th Street between Railyards Boulevard and North B Street. vi. Install traffic signals at 7th Street/South Park Street, 6th Street/North B Street, Railyards Boulevard/8th Street, and North B Street/8th Street. vii. Widen 7 th Street at Railyards Boulevard to provide dedicated northbound and southbound left-turn lanes, and operate signal with protected left-turn phasing. viii. Widen/restripe 7th Street at North B Street to consist of one left-turn lane and one shared through/right lane on all approaches, and operate signal with protected left-turn phasing.					
4.12-2: The proposed projects could worsen conditions on freeway facilities maintained by Caltrans.	S	S	S	LTS	NI	4.12-2 (RSPU, KPMC) Implement Mitigation Measure 4.12-1(a)(ii).	LTS	LTS	LTS	LTS	NA
4.12-3: The proposed projects could worsen vehicle queuing at off-ramps on I-5.	S	S	S	S	NI	4.12-3 (RSPU, KPMC, MLS) Implement Mitigation Measure 4.12-1(a)(ii).	SU	SU	SU	SU	NA
4.12-4: The proposed projects could adversely affect public transit operations or fail to adequately provide access to transit.	LTS	LTS	LTS	LTS	NI	None required.	NA	NA	NA	NA	NA
4.12-5: The proposed projects could adversely affect existing or planned bicycle facilities or fail to provide for access by bicycle.	LTS	LTS	LTS	LTS	NI	None required.	NA	NA	NA	NA	NA
4.12-6: The proposed projects could adversely affect existing or planned pedestrian facilities or fail to provide for access for pedestrians.	LTS	LTS	LTS	S	NI	4.12-6 (MLS) Implement Mitigation Measure 4.12-1(a)(i).	NA	NA	NA	LTS	NA
4.12-7: The proposed projects could cause construction-related traffic impacts.	S	S	S	S	NI	4.12-7 (RSPU, KPMC, MLS) Before issuance of grading permits for the project site, the project applicants shall prepare a detailed Construction Traffic Management Plan that will be subject to review and approval by the City Department of Public Works, in consultation with Caltrans, affected transit providers, and local emergency service providers including the City of Sacramento Fire and Police departments. The plan shall ensure that acceptable operating conditions on local roadways and freeway facilities are maintained. At a minimum, the plan shall include: <ul style="list-style-type: none"> • The number of truck trips, time, and day of street closures • Time of day of arrival and departure of trucks • Limitations on the size and type of trucks, provision of a staging area with a limitation on the number of trucks that can be waiting • Provision of a truck circulation pattern • Identification of detour routes and signing plan for street closures • Provision of driveway access plan so that safe vehicular, pedestrian, and bicycle movements are maintained (e.g., steel plates, minimum distances of open trenches, and private vehicle pick up and drop off areas) • Maintain safe and efficient access routes for emergency vehicles and transit • Manual traffic control when necessary • Proper advance warning and posted signage concerning street closures • Provisions for pedestrian and bicycle safety A copy of each construction traffic management plan shall be submitted to local emergency response agencies and transit providers, and these agencies shall be notified at least 30 days before the commencement of construction that would partially or fully obstruct roadways.	LTS	LTS	LTS	LTS	NA

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**TABLE S-3 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Significance Before Mitigation					Mitigation Measures	Significance After Mitigation				
	RSPU	RSPU LUV	KPMC	MLS	SO		RSPU	RSPU LUV	KPMC	MLS	SO
4.12 Transportation (cont.)											
Cumulative											
4.12-8: The proposed projects could contribute to cumulatively unacceptable intersection operations in the City of Sacramento.	PS	PS	PS	PS	NI	4.12-8(a) (RSPU) i. Implement Mitigation Measure 4.12-1(a)(i). ii. Implement Mitigation Measure 4.12-1(a)(ii). 4.12-8(b) (KPMC) i. Implement Mitigation Measure 4.12-1(a)(ii). ii. Implement Mitigation Measure 4.12-1(b)(ii). 4.12-8(c) (MLS) i. Implement Mitigation Measure 4.12-1(a)(i). ii. Implement Mitigation Measure 4.12-1(c)(iii).	LTS	LTS	LTS	LTS	NA
4.12-9: The proposed projects could worsen cumulative conditions on freeway facilities maintained by Caltrans.	S	S	PS	LTS	NI	4.12-9 (RSPU, KPMC) i. Implement Mitigation Measure 4.12-1(a)(ii).	LTS	LTS	LTS	NA	NA
4.12-10: The proposed projects could worsen vehicle queuing at off-ramps on I-5 under cumulative conditions.	S	S	S	S	NI	4.12-10 (RSPU, KPMC, MLS) Implement Mitigation Measure 4.12-1(a)(ii).	SU	SU	SU	SU	NA
4.12-11: The proposed projects could adversely affect public transit operations or fail to adequately provide access to transit under cumulative conditions.	LTS	LTS	LTS	LTS	NI	None required.	NA	NA	NA	NA	NA
4.12-12: The proposed projects could adversely affect existing or planned bicycle facilities or fail to provide for access by bicycle under cumulative conditions.	LTS	LTS	LTS	LTS	NI	None required.	NA	NA	NA	NA	NA
4.12-13: The proposed projects could adversely affect existing or planned pedestrian facilities or fail to provide for access for pedestrians under cumulative conditions.	LTS	LTS	LTS	S	NI	4.12-13 (MLS) Implement Mitigation Measure 4.12-1(a)(i).	NA	NA	NA	LTS	NA
4.12-14: The proposed projects could cause construction-related traffic impacts under cumulative conditions.	S	S	PS	S	NI	4.12-14(a) (RSPU, KPMC, MLS) Implement Mitigation Measure 4.12-7.	LTS	LTS	LTS	LTS	NA
4.13 Utilities											
4.13-1: The proposed projects would increase demand for wastewater treatment.	LTS	LTS	LTS	LTS	NI	None required	NA	NA	NA	NA	NA
4.13-2: The proposed projects would increase flows to the City's combined sewer system.	LTS	LTS	LTS	LTS	NI	None required	NA	NA	NA	NA	NA
4.13-3: The proposed projects would contribute to cumulative increases in flows within the CSS.	LTS	LTS	LTS	LTS	NI	None required	NA	NA	NA	NA	NA
4.13-4: The proposed projects would contribute to cumulative increases in wastewater requiring treatment at the SRWWTP.	LTS	LTS	LTS	LTS	NI	None required	NA	NA	NA	NA	NA

LTS = less than significant; NA = Not applicable; NI = no impact; PS = potentially significant; S = significant; SU = significant and unavoidable.

**TABLE S-3 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Significance Before Mitigation					Mitigation Measures	Significance After Mitigation				
	RSPU	RSPU LUV	KPMC	MLS	SO		RSPU	RSPU LUV	KPMC	MLS	SO
4.13 Utilities (cont.)											
4.13-5: The proposed projects could increase demand for potable water.	LTS	LTS	LTS	LTS	NI	None required	NA	NA	NA	NA	NA
4.13-6: The proposed projects could increase demand for treated water and water distribution systems.	LTS	LTS	LTS	LTS	NI	None required	NA	NA	NA	NA	NA
4.13-7: The proposed projects would contribute to cumulative increases in demand for water supply and treatment.	PS	PS	PS	PS	NI	<p>4.13-7 (RSPU)</p> <p>In order to ensure that sufficient capacity would be available to meet cumulative demands, the City shall implement, to the extent needed in order to secure sufficient supply, one or more of the following:</p> <p>a. Maximize Water Conservation</p> <p>Chapter 6 of the 2010 UWMP outlines an array of Demand Mitigation Measures (DMMs). In order to further reduce water demands, the City could require the Project to implement additional DMMs, which would support water conservation on site, and a partial offset of anticipated water demand for the Project. DMMs discussed in the 2010 UWMP include the following:</p> <ul style="list-style-type: none"> - Water Survey Programs for Single Family and Multiple Family Residential Customers - Residential Plumbing Retrofit - System Water Audits, Leak Detection, and Repair - Metering with Commodity Rates for all New Connections and Retrofit of Existing Connections - Large Landscape Conservation Programs and Incentives - High Efficiency Washing Machine Rebate Program - Public Information Programs - School Education Programs - Conservation Programs for Commercial, Industrial, and Institutional Accounts - Wholesale Agency Programs - Conservation Pricing - Water Conservation Coordinator - Water Waste Prohibition - Residential Ultra-Low Flush Toilet Replacement Program <p>b. Implement New Water Diversion and/or Treatment Infrastructure</p> <p>The 2010 UWMP proposes implementation of three potential additional projects that would support additional surface water diversion and/or treatment capacity within the City. Potential projects include:</p> <ol style="list-style-type: none"> 1. Installation of a new WTP – Install a new WTP along the Sacramento or American River to support additional diversion and treatment 2. Expansion of the SRWTP – Use existing water entitlements and expand design and treatment capacity of the SRWTP 3. Construction of a raw water line to the FWTP in order to take advantage of available and existing treatment capacity at the FWTP. <p>In addition to these projects, the City is working with other water agencies on the Sacramento River Regional Water Reliability Project or RiverArc Project, which could divert water from the Sacramento River to offset water currently diverted from the American River, and deliver that water to a new regional water treatment plant. That water would then be distributed through existing and new pipelines to local water agencies, including the City of Sacramento. For the City of Sacramento, the RiverArc Project would enable the city to divert surface water when the Hodge flow restrictions are in place on the American River. A new water treatment plant could also be used to during peak periods, which would increase water supply reliability in the north Natomas area.</p> <p>Each of these projects, if implemented, would require its own environmental review, as well as compliance with all applicable regulatory requirements and restrictions. Construction and operation of these facilities could result in the following categories of potentially significant impacts:</p> <ul style="list-style-type: none"> - Exposure of soils to erosion and loss of topsoil during construction; - Surface water quality degradation; - Natural drainage courses and hydrology; - Construction-related air emissions; 	SU	SU	SU	SU	NA

LTS = less than significant; NA = Not applicable; NI = no impact; PS = potentially significant; S = significant; SU = significant and unavoidable.

**TABLE S-3 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Significance Before Mitigation					Mitigation Measures	Significance After Mitigation				
	RSPU	RSPU LUV	KPMC	MLS	SO		RSPU	RSPU LUV	KPMC	MLS	SO
4.13 Utilities (cont.)											
4.13-7 (cont.)						<ul style="list-style-type: none"> - Construction and operations-related noise impacts; - Visual and/or light and glare impacts; - Loss of protected species and degradation or loss of their habitats; - Conversion of existing agricultural lands or resources; - Degradation of fisheries habitat; and - Exposure to pre-existing listed and unknown hazardous materials contamination. <p>Mitigation measures would need to be developed to reduce any potentially significant impacts to less than significant levels. As such, due to the timing uncertainties associated with the long-term water supply infrastructure necessary to overcome the potential cumulative maximum day demands, project-specific mitigation measures would need to be tailored to the proposed projects. The following are illustrative of the types of mitigation measures that could be implemented to avoid or reduce those impacts listed above:</p> <ul style="list-style-type: none"> - Reduction in operational and construction air emissions as required by SMAQMD; - Avoidance of surface water pollution through control of on-site stormwater flows, protection of top soils or stock piles from wind and water erosion, and implementation of related BMPs; - Minimization of operational and construction noise through the use of noise attenuation measures; - Avoidance and/or implementation of appropriate measures to restore, create, preserve or otherwise compensate for effects to biological resources; - Avoidance of effects to buried cultural resources through investigation and pre-testing, and/or on-site archaeological monitoring and implementation of appropriate steps if cultural resources are discovered during earth moving activities; - Avoidance of hazardous materials effects through appropriate investigation and remediation of any on-site hazards; and - Avoidance, preservation or other appropriate compensation for loss of or adverse effects to important farmlands. - The City, as a lead or responsible agency, would be required to implement environmental review and mitigation measures identified for each individual project. The City would not be responsible for the actions taken by other local jurisdictions or agencies. <p>c. Implement Additional Groundwater Pumping</p> <p>As discussed in the 2010 UWMP, in order to meet demands under Hodge Flow restrictions, the City could also construct new groundwater production capacity and employ a conjunctive use program in order to meet future demands.</p> <p>The implementation of this mitigation measure would require environmental analysis to assess if the construction or operation of new wells would have any adverse environmental consequences; its implementation would require environmental evaluation. Any new wells, appurtenances and/or infrastructure could result in the following potentially significant environmental impacts:</p> <ul style="list-style-type: none"> - Exposure of soils to erosion and loss of topsoil during construction; - Construction-related air emissions; - Destruction of buried archeological or paleontological resources; - Changes in natural drainage courses and hydrology; - Construction and operations-related noise impacts; - Visual and/or light and glare impacts; - Conversion of existing agricultural lands or resources; - Drawdown of groundwater in the North American Subbasin; and - Exposure to pre-existing listed and unknown hazardous materials contamination. <p>In addition, although this groundwater pumping mitigation measure could supply potable water to meet proposed site demands and offset a service area capacity deficit, this mitigation measure could also cause rapid drawdown of a sustained groundwater basin. This would run counter to current groundwater management planning. Additionally, increasing groundwater withdrawals could adversely affect other groundwater pumping activities in the region, or cause notable changes to known and unknown groundwater contamination plumes in the subbasin.</p> <p>Mitigation measures would need to be developed to reduce any potentially significant impacts to less than significant levels. As such, due to the timing uncertainties associated with the long-term water supply infrastructure necessary to maintain sufficient system capacity, project-specific mitigation measures would need to be tailored to the proposed projects. The following are illustrative of the types of, mitigation measures that could be implemented to avoid or reduce those impacts listed above to less than significant levels:</p> <ul style="list-style-type: none"> - Reduction in operational and construction air emissions as required by SMAQMD; - Avoidance of surface water pollution through control of on-site stormwater flows, protection of top soils or stock piles from wind and water erosion, and implementation of related BMPs; 					

LTS = less than significant; NA = Not applicable; NI = no impact; PS = potentially significant; S = significant; SU = significant and unavoidable.

**TABLE S-3 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Significance Before Mitigation					Mitigation Measures	Significance After Mitigation				
	RSPU	RSPU LUV	KPMC	MLS	SO		RSPU	RSPU LUV	KPMC	MLS	SO
4.13 Utilities (cont.)											
4.13-7 (cont.)						<ul style="list-style-type: none"> - Minimization of operational and construction noise through the use of noise attenuation measures; - Avoidance and/or implementation of appropriate measures to restore, create, preserve or otherwise compensate for effects to biological resources; - Avoidance of effects to buried cultural resources through investigation and pre-testing, and/or on-site archaeological monitoring and implementation of appropriate steps if cultural resources are discovered during earth moving activities; - Avoidance of hazardous materials effects through appropriate investigation and remediation of any on-site hazards; and - Avoidance, preservation or other appropriate compensation for loss of or adverse effects to important farmlands. <p>The City, as a lead or responsible agency, would be required to implement mitigation measures identified for each mitigation project. The City would not be responsible for the actions taken by other local jurisdictions or agencies.</p>					
4.13-8: The proposed projects would contribute to cumulative increases in demand for water conveyance.	LTS	LTS	LTS	LTS	NI	None required	NA	NA	NA	NA	NA
4.13-9: The proposed projects would generate additional solid waste.	LTS	LTS	LTS	LTS	NI	None required	NA	NA	NA	NA	NA
4.13-10: The proposed project would contribute to cumulative increases in solid waste.	LTS	LTS	LTS	LTS	NI	None required	NA	NA	NA	NA	NA

LTS = less than significant; NA = Not applicable; NI = no impact; PS = potentially significant; S = significant; SU = significant and unavoidable.

**TABLE S-4.
COMPARISON TO 2007 RAILYARDS SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT**

2007 RSP EIR Impact	2007 RSP EIR Mitigation Summary	Significance After 2007 RSP EIR Mitigation	2016 RSPU SEIR Impact	2016 RSPU SEIR Conclusions	2016 RSPU SEIR Mitigation Number	Significance After 2016 RSPU SEIR Mitigation
6.13 Urban Design and Visual Resources			4.1 Aesthetics, Light and Glare			
6.13-1: East of I-5, the potential development of large-floor plate and high-rise buildings across the project site could alter public views.	None Required	LTS	4.1-1: The implementation of the RSPU, including the potential development of large-floor plate and high-rise buildings in the RSP Area east of I-5, could alter public views.	4.1-1: As described above, implementation of the proposed RSPU would create a series of visual changes to the RSP Area, changing it from an undeveloped, vacant former industrial site to an urbanized extension of downtown Sacramento, and a visual transition from the Central Business District to the lower-scale more industrial visual character of the River District. Projects consistent with the RSPU, including the KP Medical Center, the MLS Stadium, and the Stormwater Outfall, would alter their sites from existing conditions, but in ways that would be largely consistent with the policy direction of relevant plans, policies, and guidelines. Thus, the effects of the proposed RSPU, KP Medical Center, MLS Stadium, and Stormwater Outfall on visual quality, character and views would be a less-than-significant impact.	4.1-1 (RSPU) <i>Maximum street-wall height for structures facing 7th St within Block 46.</i>	LTS
6.13-2: The potential development of high-rise buildings adjacent to the riverfront could represent an introduction of building height and mass that conflicts with the character of the riverfront between Old Sacramento and the Jibboom Street bridge.	None Required	LTS	4.1-2: The potential development of high-rise buildings adjacent to the riverfront could conflict with the character of the riverfront between Old Sacramento and the Jibboom Street Bridge.	4.1-2: The height and bulk of development that would be allowed in the Riverfront District would conflict with the character of the riverfront between Old Sacramento and the Jibboom Street Bridge. This impact would be considered significant .	4.1-2 (RSPU) <i>Addition of base height, bulk and massing requirements to the RSPU Design Guidelines and enforcement through the SPD.</i>	LTS
6.13-3: The proposed project could create substantial new sources of light.	6.13-3 <i>(a) Guidelines for control and design of lighting; (b) Submittal of a lighting plan (c) Exterior and landscape lighting shall follow municipal code</i>	LTS	4.1-3: The proposed projects could create substantial new sources of light	4.1-3: The effects described for the proposed RSPU would be similar to those described for the 2007 RSP, although somewhat exacerbated by the effects of the light associated with the proposed Stadium in the East End District. This impact is considered to be potentially significant .	4.1-3 (RSPU, MLS) <i>*Identical 6.13-3</i> 4.1-4 (MLS) <i>(a) Construction lighting BMPs (b) Stadium lighting design plan. (c) Retain lighting design expert to implement compliant with city standards and light mitigation. (d) Comply with City Code Section 8.072.010.</i>	SU
6.13-4: The proposed project could create a new source of glare.	6.13-4 <i>Guidelines for reflective glass walls</i>	LTS	4.1-4: The proposed projects could create a new source of glare	4.1-4: Because the details of construction materials to be used on future buildings developed pursuant to the proposed RSPU are unknown, it is possible that the cladding of future buildings could cause substantial increases in the amount of glare in the project area if the surfaces of structures are highly reflective. This is a potentially significant impact.	4.1-5 <i>Guidelines for reflective glass walls</i> This measure is identical to Mitigation Measure 6.13-4 of 2007 RSP EIR	LTS
6.13-5: Implementation of the proposed project, in combination with cumulative development in the areas surrounding the project site, could substantially degrade the existing visual character or quality of the vicinity.	None Required	LTS	4.1-5: The proposed projects could contribute to substantial cumulative degradation of the existing visual character or quality in the vicinity.	4.1-5: Because the proposed RPSU, including the KP Medical Center, MLS Stadium, and Stormwater Outfall, would not degrade the existing visual quality of the area, the project would not have cumulatively considerable contribution to this impact. Consequently, the cumulative change in the visual character of the areas surrounding the project site would be less than significant .	None Required	LTS
6.13-6: Implementation of the proposed project, in combination with cumulative development along the riverfront in Sacramento, could cause an introduction of building height and mass that conflicts with the character of the Sacramento River riverfront between Old Sacramento and Discovery Park.	None Required	LTS	4.1-6: The proposed projects could cause an introduction of building height and mass that conflicts with the character of the Sacramento River riverfront between Old Sacramento and Discovery Park	4.1-6: the height and bulk of development that would be allowed in the Riverfront District would conflict with the character of the riverfront between Old Sacramento and the Jibboom Street Bridge, and would be inconsistent with the proposed RSPU Design Guidelines which states that in the Riverfront District it is the intent that "[t]owers should be slender on their upper stories so as to preserve visual access to the River for Interstate 5 motorists." For these reasons, the contribution of the proposed projects to the cumulative visual effects on along the Sacramento River would be cumulatively considerable, and therefore this cumulative impact would be potentially significant .	4.1-6 (RSPU) <i>Implement Mitigation Measure 4.1-2</i>	LTS

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**TABLE S-4 (Continued)
COMPARISON TO 2007 RAILYARDS SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT**

2007 RSP EIR Impact	2007 RSP EIR Mitigation Summary	Significance After 2007 RSP EIR Mitigation	2016 RSPU SEIR Impact	2016 RSPU SEIR Conclusions	2016 RSPU SEIR Mitigation Number	Significance After 2016 RSPU SEIR Mitigation
6.13 Urban Design and Visual Resources (cont.)			4.1 Aesthetics, Light and Glare (cont.)			
6.13-7: Implementation of the proposed project, in combination with cumulative development in the areas adjacent to the project site, could create cumulative light effects that could impact adjacent properties.	None Required	LTS	4.1-7: The proposed projects could contribute to cumulative increases in light.	4.1-7: Spillover light is a site-specific effect that could only be added to by other projects in the immediate vicinity of the affected property. There are no other known projects along the 7th Street or northern edge of Alkali Flat between 7th Street and 12th Street, or in the North B Street/Bannon Street corridor. Therefore, there would be no cumulative impact associated with spillover lighting.	None Required	NI
6.13-8: Implementation of the proposed project, in combination with cumulative development along major roadways in the project vicinity, could create cumulative glare that could affect adjacent properties.	6.13-8 <i>Implement Mitigation Measure 6.13-4.</i>	LTS	4.1-8: The proposed projects could contribute to cumulative sources of glare.	4.1-8: Since the buildings to be developed pursuant to the proposed RSPU have yet to be designed and could produce glare effects, cumulative daytime glare along these major roadways in the project vicinity would be a potentially significant impact. The buildings built adjacent to I 5 in the Railyards could result in a significant daytime glare impact, therefore the proposed projects could result in a cumulatively considerable contribution to this significant cumulative impact.	4.1-7 (RSPU) <i>Implement Mitigation measure 4.1-5</i> This measure is identical to Mitigation Measure 6.13-8 of the 2007 RSP EIR	LTS
6.1 Air Quality			4.2 Air Quality			
6.1-1: The proposed project would generate particulate matter during grading of construction site(s) and construction of the proposed structures.	6.1-1 <i>Implement SMAQMD requirements prevention and control of fugitive dust, during grading and construction activities.</i>	LTS	4.2-2: Construction of the proposed projects could result in short-term emissions of NO _x , PM10 and PM2.5.	4.2-2: Construction of the proposed RSPU, RSPU Land Use Variant, KP Medical Center, MLS Stadium, or Stormwater Outfall projects would result in emissions of PM10 and PM2.5 that would exceed the SMAQMD significance thresholds. This is because SMAQMD has established a zero emissions threshold for PM10 and PM2.5. All construction projects are required to implement the SMAQMD's Basic Construction Emission Control Practices to control PM10 and PM2.5. If BMPs are implemented, then SMAQMD uses different thresholds to determine significance as listed in the above tables. Also, buildout of the RSPU and RSPU Land Use Variant would generate unmitigated NO _x emissions that would exceed SMAQMD's thresholds. Consequently, construction of any of the land uses would result in a significant impact. With implementation of Mitigation Measures 4.2-2(a – d), fugitive dust would be controlled, exhaust emissions would be reduced on-site, and mitigation fees would be provided to SMAQMD for project NO _x emissions that exceed the SMAQMD significance threshold. SMAQMD uses the fees to fund off-site projects and programs that would offset the project's NO _x emissions.	4.2-2(a) (RSPU, KPMC, MLS, SO) <i>Grading or improvement plans shall include SMAQMD Basic Construction Emission Control Practices.</i> 4.2-2(b) (RSPU, KPMC, MLS, SO) <i>Grading or improvement plans shall include SMAQMD Enhanced Exhaust Control Practices.</i> 4.2-2(c) (RSPU, KPMC, MLS, SO) <i>Grading or improvement plans shall include SMAQMD Fugitive Dust Control Practices.</i> 4.2-2(d) (RSPU) <i>Coordinate with SMAQMD for payment of off-site mitigation fees to offset NO_x emissions.</i>	LTS
6.1-2: Construction of the proposed project would generate emissions of ozone precursors.	6.1-2 <i>Measures to be incorporated into construction contracts and included in construction plans</i>	LTS	4.2-2: See Above	4.2-2: See Above	4.2-2(a) – (d): <i>See Above.</i>	SU
6.1-3: Operation of the proposed project would result in the generation of increased ROG and NO _x emissions.	6.1-3 <i>Implementation of emission reduction strategies and requirements for the Railyards Air Quality Management Plan</i>	SU	4.2-3: The proposed projects could result in long-term (operational) emissions of NO _x , ROG, PM10, and PM2.5.	4.2-3: Although the operation of the Stormwater Outfall and MLS Stadium (during both an event day non-event day) would not emit a substantial amount of criteria pollutant emissions during its operation, the combined operation emissions of all the proposed projects would result in ROG and NO _x emissions that would exceed SMAQMD significance threshold. This would result in a significant impact. As is described under Impact 4.2-1, the SMAQMD recommends that lead agencies require projects creating emissions that would exceed the District's daily thresholds of ROG and/or NO _x reduce their ozone precursor emissions from transportation sources by 15 percent. The RSPU without an MLS match and the RSPU Land Use Variant would result in a 17 and 16 percent reduction in NO _x emissions by simply implementing the design features proposed under the Railyards Specific Plan. The RSPU with MLS match operation would result in a 15 percent reduction in NO _x emissions after mitigation, respectively. All proposed projects would meet or exceed the 15 percent emission reduction/mitigation guideline established by the SMAQMD. Even with achievement of the SMAQMD-required 15 percent reduction in operational mobile source emissions, NO _x and ROG emissions associated with RSPU and RSPU Land Use Variant would exceed the SMAQMD threshold of 65 pounds per day. Thus, this impact would remain significant and unavoidable . This impact conclusion is consistent with the 2007 RSP EIR.	None Required. (Consistent with SMAQMD direction, no further mitigation is required.)	SU

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TABLE S-4 (Continued)
COMPARISON TO 2007 RAILYARDS SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT

2007 RSP EIR Impact	2007 RSP EIR Mitigation Summary	Significance After 2007 RSP EIR Mitigation	2016 RSPU SEIR Impact	2016 RSPU SEIR Conclusions	2016 RSPU SEIR Mitigation Number	Significance After 2016 RSPU SEIR Mitigation
6.1 Air Quality (cont.)			4.2 Air Quality (cont.)			
6.1-4: Operation of the proposed project could cause an increase in CO concentrations from project-related traffic.	None Required	LTS	4.2-4: The proposed projects could increase CO concentrations	4.2-4: None of the intersections resulting in an LOS below E during the AM, PM, or pre-event peak hours affected by the proposed projects would result in significant CO concentrations. This impact would be less than significant .	None Required	LTS
6.1-5: Implementation of the proposed project could result in a substantial increase in exposure of sensitive receptors to toxic air contaminants.	None Required	LTS	4.2-5: Implementation of the proposed project could result in short-term and long-term exposure to Toxic Air Contaminants (TACs).	4.2-5: Since construction of the proposed projects would only represent between 1 to 27 percent of the 70 year evaluation period, and because DPM exhaust emissions from construction equipment will be reduced by 45% as compared to the state fleet average (based on Mitigation Measure 4.2-2 (b)), TACs generated during construction would not be expected to result in concentrations causing significant health risks. Also, operation of the proposed projects would result in less than significant health risks. This impact is less than significant . For operations, all of the land use options would result in cancer risks below the SMAQMD's threshold of 10 per million and acute and chronic health hazards below SMAQMD's threshold of 1.0. Consequently, the operational health risks for all options would be less than significant .	None Required	LTS
6.1-6: The proposed project could generate objectionable odors or expose on-site sensitive uses to odors from existing odor sources.	None Required	LTS	4.2-6: Implementation of the proposed projects could create objectionable odors.	4.2-6: The proposed projects could place sensitive land uses adjacent to the existing SRWTP, located north-west of the proposed project site. However, operation of the SRWTP would not involve any activities that would produce odorous emissions. Therefore, this impact would result in less than significant impact.	None Required	LTS
6.1-7: The proposed Specific Plan could alter wind speed at ground level (pedestrian level).	6.1-7 <i>Ground level wind speeds would not exceed 35 mph as a result of building design.</i>	LTS	4.2-7: Implementation of the proposed projects could alter wind speed at ground level (pedestrian level).	4.2-7: Buildings and other structures of approximately 85 feet or less would be unlikely to result in adverse pedestrian-level wind effects. Buildings over that height, especially if located on the western or northern edges of the West End District or the northern edge of the East End District, could create pedestrian-level wind hazards. Therefore, this impact would result in a potentially significant impact.	4.2-7 (RSPU, KPMC) <i>New buildings taller than 85-feet shall be evaluated by a qualified wind expert and be potentially subject to wind testing to determine wind hazard conditions. Mitigation would include project design change and other measures that would reduce wind hazard. (Update to MM 6.1-7 from the 2007 RSP EIR)</i>	LTS
6.1-8: Project construction activities would contribute to cumulative increases in ozone precursors.	6.1-8 <i>Implement Mitigation Measures 6.1-2 (a) through (e).</i>	LTS	4.2-8: The proposed project could contribute to cumulative increases in short-term (construction) emissions.	4.2-8: Construction of the proposed projects would result in significant emissions of NO _x , PM ₁₀ and PM _{2.5} , which could combine with emissions generated by other existing and future development within the SVAB to contribute to an air quality impact in the region. Since the proposed projects exceed the SMAQMD project level thresholds, they would also be considered significant contributors to cumulative emissions. Consequently, without mitigation, the proposed projects would have a cumulatively considerable contribution to a significant cumulative impact.	4.2-8 (RSPU, RSPU Land Use Variant) <i>Implement Mitigation Measure 4.2-2 (a) – (d).</i>	LTS
6.1-9: The proposed project would contribute to cumulative air quality degradation.	6.1-9 <i>Implement Mitigation Measures 6.1-3.</i>	SU	4.2-9: The proposed project could contribute to cumulative increases in long-term (operational) emissions of NO _x , ROG, PM ₁₀ and PM _{2.5} .	4.2-9: As described in Impact 4.2-3, under non-event day conditions, the proposed project would result in substantial emissions of ROG and NO _x , which would combine with emissions generated by other existing and future development within the SVAB to contribute to an air quality violation in the region. Also, the proposed projects exceedance of the thresholds during non-event day conditions indicates that its contribution to such a violation would be considerable. Consequently, without mitigation, the proposed project's contribution to ozone precursor emissions would be cumulatively considerable, resulting in a significant cumulative impact. As is described under mitigation measures for Impact 4.2-3, above, the traffic reduction variables built into the design and locality of the proposed projects would exceed 15 percent reduction in NO _x emissions after mitigation. Since the proposed RSPU would be designed as a high-density, mixed-use, transit-oriented development, much of the reduction would be achieved by project design and location within the Sacramento urban core with access to a variety of transportation options. Most of the selected measures listed above would not require monitoring beyond completion of proposed project construction. Nonetheless, even with the inclusion of the above-mentioned design features, NO _x and ROG emissions associated with either of the project scenarios would still exceed the SMAQMD threshold of 85 lbs/day. Thus, operational emissions of ozone precursors would be significant and unavoidable .	4.2-9 (RSPU, RSPU Land Use Variant) <i>Implement Mitigation Measure 4.2-3.</i> This measure is identical to MM 6.1-9 (Implement MM 6.1-3), of 2007 RSP EIR.	SU
6.1-10: Project construction would contribute to cumulative increases in particulate matter in the vicinity of the Specific Plan Area.	6.1-10 <i>Implement Mitigation Measures 6.1-1(a) through (g).</i>	SU	4.2-9: See Above	4.2-9: See Above	4.2-9 See Above	SU

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**TABLE S-4 (Continued)
COMPARISON TO 2007 RAILYARDS SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT**

2007 RSP EIR Impact	2007 RSP EIR Mitigation Summary	Significance After 2007 RSP EIR Mitigation	2016 RSPU SEIR Impact	2016 RSPU SEIR Conclusions	2016 RSPU SEIR Mitigation Number	Significance After 2016 RSPU SEIR Mitigation
6.1 Air Quality (cont.)			4.2 Air Quality (cont.)			
6.1-11: The proposed project could contribute to cumulative emissions of CO concentrations from project-related traffic.	None Required.	LTS	4.2-10: The proposed project could contribute to cumulative increases in CO concentrations.	4.2-10: Cumulative traffic was analyzed to determine its potential to affect CO concentrations along surface streets near sensitive receptors in the vicinity of the proposed project. A review of the traffic data shows that twenty five intersections would result in a LOS below E during the AM, PM, or pre-event peak hours during cumulative year 2035. Table 4.2-28 shows the results of the cumulative CO modeling. As shown in Table 4.2-28, there would be no exceedances of the CO 1-hour or 8-hour standard at any of the twenty five intersections. Thus, the proposed project would rest in a less-than-significant cumulative impact on local CO concentrations.	None Required	LTS
6.1-12: The proposed project could contribute to cumulative increases in TACs.	None Required.	LTS	4.2-11: The Proposed Project would contribute to cumulative increases in short- and long-term exposures to Toxic Air Contaminants.	4.2-11: The evaluation of health risks from TAC represents a local rather than regional analysis. The analysis described in Impact 4.2-5 and in Appendix HRA shows that TACs and resulting health risks produced during construction and full-buildout of the proposed projects would result in less than significant impacts. Impact 4.2-5 also includes an evaluation of the toxic air contaminants generated by I-5 on future residents and other sensitive receptors. The SMAQMD considers the project-level threshold of significance for evaluating TACs generated by a project as also applicable to a project's contribution to cumulative TACs. Therefore, since the project would not have a significant project-specific health risk, it would also not cause or contribute to a significant cumulative health risk. This impact is less than significant .	None Required	LTS
6.1-13: The proposed project could contribute to changes in wind levels throughout the Central City.	None Required.	LTS	4.2-12: The proposed projects could contribute to cumulative changes in wind levels in downtown Sacramento.	4.2-12: Development proposed near the RSP Area would not have a significant effect on wind approaching the Area unless that development is of substantial height and/or bulk. As discussed, the southwest winds and north to northwest winds are the most influential wind directions at the RSP Area. The existing development upwind in these wind directions are either low to mid-rise residential or commercial or open spaces. Generally, any new development in open areas would decrease wind speeds in the downwind direction, however, because there is already low rise development upwind of the RSP Area, development would need to be similar to the height and bulk of downtown Sacramento to effectively reduce approaching wind speeds. Therefore, taller development upwind of the RSP Area would mostly benefit the site; else wind conditions would be expected to be the same as existing. As such, the proposed projects would not contribute to a cumulative increase in wind levels in downtown Sacramento. This is considered a less-than-significant cumulative impact.	None Required	LTS
N/A	N/A	N/A	4.2-1: The proposed projects could conflict with or obstruct implementation of an applicable air quality plan.	4.2-1: Because the proposed projects would incorporate a majority of emission reduction measures that were proposed under the 2007 RSP AQMP, it would as proposed achieve the minimum 15 percent reduction in operational mobile source emissions estimated using the latest SMAQMD guidance. Since the proposed projects would be designed as a high-density, mixed-use, transit-oriented development, much of the reduction would be achieved by project design and location within the Sacramento urban core with access to a variety of transportation options. Thus, the proposed projects would be consistent with the land use parameters established for the RSP Area in the SACOG MTP/SCS and would incorporate provisions, similar to the 2007 AQMP, that would reduce unmitigated emissions by at least 15 percent, this impact is considered less than significant . This impact was not analyzed in the 2007 RSP EIR.	None Required	LTS
6.2 Biological Resources			4.3 Biological Resources			
6.2-1: Development of the Specific Plan could result in the loss of potential foraging habitat for Swainson's hawk.	None Required.	LTS	4.3-1: Development of the proposed projects could result in the loss of potential foraging habitat for Swainson's hawk.	4.3-1: The proposed project would result in the conversion to urban development areas of low-quality, highly disturbed land that could serve as Swainson's hawk foraging habitat. As such, loss of foraging habitat for Swainson's hawk as a result of development of the proposed projects is considered a less-than-significant impact.	None Required	LTS
6.2-2: Development of the Specific Plan could result in the loss of potential nesting habitat for Swainson's hawk, white-tailed kite, and other sensitive riparian-nesting species, and burrowing owls.	6.2-2 (a) <i>Guidelines for Swainson's hawk nesting habitat.</i> (b) <i>Guidelines for nesting habitat for other protected or sensitive avian species.</i> (c) <i>Guidelines for burrowing owl nesting habitat.</i>	LTS	4.3-2: Development of the proposed projects could result in the loss of potential nesting habitat for Swainson's hawk, white-tailed kite, purple martin, and other sensitive and/or protected bird species.	4.3-2: The RSP Area contains vegetation that may support protected nesting birds, including, but not limited to, Swainson's hawk, white-tailed kite, and purple martin. Potential for tree removal, construction-related disturbance to active nest sites is considered a potentially significant impact. In addition, development of the proposed RSPU could result in habitat degradation in the vicinity of the known I Street purple martin colony which is considered a potentially significant impact.	4.3-2 (a) (RSPU, KPMC, MLS, SO) Nesting birds impact avoidance and minimization measures. (b) (RSPU) Purple martin-specific impact avoidance and minimization measures.	SU
6.2-3: Development of the Specific Plan could result in take of an endangered and threatened fish species and degradation of designated critical habitat.	6.2-3 (a) – (g) <i>Implement measures for the avoidance, minimization, or compensation for potential impacts to protected and sensitive riverine species and critical habitat, and prevent any take of winter-run Chinook in the RSP.</i>	LTS	4.3-3: The proposed projects could result in impacts to special-status fish species and degradation of designated critical habitat.	4.3-3: Potential sedimentation, increased turbidity, or the release and exposure of contaminants could adversely affect fish and aquatic habitats; however, these impacts would be avoided and/or minimized through the development and implementation of a SWPPP with BMPS. Regulatory compliance would also prevent the substantial degradation of water quality and associated habitat conditions in the Sacramento River as part of long-term operation of the proposed projects. Construction activities, including pile driving, cofferdam construction and dewatering, and general in-water construction could cause direct disturbance to fish and their aquatic habitats, and loss to SRA habitat. Therefore, these construction-related impacts associated with the Stormwater Outfall would be potentially significant .	4.3-3 (SO) <i>Implement measures for the avoidance, minimization or compensation for potential impacts to protected and sensitive riverine species and critical habitat.</i> This measure is highly similar measures to Mitigation Measure 6.2-3 from the 2007 RSP EIR but language, work windows and other aspects of the measures are updated to meet 2016 standards and understanding.	LTS

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TABLE S-4 (Continued)
COMPARISON TO 2007 RAILYARDS SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT

2007 RSP EIR Impact	2007 RSP EIR Mitigation Summary	Significance After 2007 RSP EIR Mitigation	2016 RSPU SEIR Impact	2016 RSPU SEIR Conclusions	2016 RSPU SEIR Mitigation Number	Significance After 2016 RSPU SEIR Mitigation
6.2 Biological Resources (cont.)			4.3 Biological Resources (cont.)			
6.2-4: Development of the Specific Plan could result in the removal of habitat for the Valley Elderberry Longhorn Beetle.	None Required	LTS	4.3-4: Development of the proposed projects could result in removal of habitat for the Valley Elderberry Longhorn Beetle.	4.3-4: The proposed RSPU, including Land Use Variant, would result in impacts to elderberry shrubs, the host plant for the federally-listed threatened VELB. The proposed KP Medical Center, MLS Stadium, and Stormwater Outfall would have no impact on VELB. However, the proposed RSPU, including the Land Use Variant, would have a significant impact on VELB.	4.3-4 (RSPU) (1) <i>Survey Requirement for VELB habitat</i> (2) <i>Compliance with USFWS guidelines for VELB habitat.</i>	LTS
6.2-5: Development of the Specific Plan could affect habitat for western pond turtle.	None Required	LTS	4.3-5: Development of the proposed projects could result in removal of habitat for the western pond turtle.	4.3-5: Upland habitats within the RSP Area are unlikely to support western pond turtle. The Sacramento River adjacent to the RSP Area provides suitable aquatic habitat. However, construction of the portions of the proposed RSPU in the vicinity of the Sacramento River riverbank, including the proposed Stormwater Outfall, would not result in the local extirpation of the western pond turtle, or reduction in the western pond turtle populations below self-sustaining levels. As such, impacts to this species from construction of the proposed projects would be less than significant .	None Required	LTS
6.2-6: Development of the Specific Plan could result in the loss of a sensitive bat species roosting site, which could result in substantially increased mortality or reduced reproductive success.	6.2-6 <i>Implement pre-construction bat survey and mitigation protocols if species are present.</i>	LTS	4.3-6: Development of the proposed projects could result in impacts to bat species.	4.3-6: The proposed MLS Stadium and KP Medical Center do not contain suitable habitat for roosting bats. Due to high levels of disturbance adjacent to this area, and because the sites are more than 100 feet from the closest potential roosting habitat, construction in this area is unlikely to cause disturbance to, or abandonment of, a maternity roost. Construction of the proposed Stormwater Outfall and development of the RSPU, including removal, redevelopment, or reconfiguration of the historic train depot buildings associated with the Central Shops Historic District and I Street Bridge, could result in removal or disturbance to maternity roosts, including those of the pallid bat and hoary bat, both species of special concern. Removal or disturbance of a special-status or common bat species maternity colony could result in the loss of a large number of individuals; therefore, this would be considered a potentially significant impact.	4.3-6 (RSPU, SO) <i>Measures to minimize potential adverse effects to bat species including optimal work window, pre-construction survey, and construction buffers.</i> This measure is similar to Mitigation Measure 6.2-6 in the 2007 RSP EIR. The 2007 RSP EIR has been modified to focus on avoidance of maternity roost sites during the pupping season.	LTS
6.2-7: Construction near I-5 and the I Street Bridge could result in increased mortality and reproductive success of purple martins if construction would result in the loss of a breeding colony.	6.2-7 (a) <i>Nest prevention and treatment measures.</i> (b) <i>Nest buffer measures.</i>	LTS	4.3-2: See Above	4.3-2: See Above	4.3-2 <i>See Above</i>	N/A
6.2-8: Development of the Specific Plan could result in net reduction of sensitive habitats including protected wetland habitat as defined in Section 404 of the Clean Water Act, riparian vegetation, and state jurisdictional waters/wetlands.	6.2-8 (a) <i>Mitigate riparian habitat take through restoration, creation, enhancement, or preservation</i> (b) <i>signage and fencing measures for sensitive habitat</i> (c) <i>Implement Mitigation Measure 6.2-3(b).</i>	LTS	4.3-7: Development of the proposed projects could result in net reduction of sensitive habitats including protected wetland habitat as defined in Section 404 of the Clean Water Act, riparian vegetation, and state jurisdictional waters/wetlands.	4.3-7: The KP Medical Center and MLS Stadium do not occur within sensitive habitats. Therefore, no impact would result from construction of these project components. Proposed development of the proposed RSPU occurs east of the Sacramento River levee, and does not propose development in sensitive habitats. Therefore, no impact would result from construction of the proposed RSPU. Development of the proposed Stormwater Outfall could result in removal of removal of up to 0.05 acres of valley foothill riparian habitat, and fill of 0.01 acres of tidal perennial stream which would be considered a significant impact.	4.3-7 (SO) <i>Prepare wetland riparian mitigation plan as part of 404 permit implementation.</i> Mitigation measures have been adjusted to reflect current understanding of the proposed Stormwater Outfall footprint within the riparian area and removal of discussion of the former oil storage area.	LTS
6.2-9: Development of the Specific Plan could result in the isolation or interruption of contiguous habitat which would interfere substantially with the movement of resident or migratory fish or wildlife species, migratory wildlife corridors, or impede the use of native wildlife nursery sites.	6.2-9 (a) <i>light protection measures</i> (b) <i>outdoor lighting requirements</i> (c) <i>Shield light fixtures west of I-5.</i>	LTS	4.3-8: Development of the proposed projects could result in isolation or interruption of contiguous habitat which would interfere substantially with the movement of resident or migratory fish or wildlife species, migratory corridors, or impede the use of native wildlife nursery sites.	4.3-8: <u>Terrestrial Species</u> Upland portions of the RSP Area do not serve as a significant wildlife corridors or linkage for special-status terrestrial species. Riparian vegetation in the RSP Area may serve as local migratory corridors to common wildlife species, but would not be expected to serve as a significant regional terrestrial wildlife corridor. The proposed projects have the potential to disrupt the movement of common wildlife species such as raccoon, opossum, and skunk; however, these species are adapted to urban environments and construction and operation of the proposed RSPU would not result in the disturbance to the extent it would substantially interfere with the movement of these locally common terrestrial wildlife species. Construction of the outfall would be temporary and occur in a relatively small area. Therefore, impacts on movement of terrestrial species associated with the proposed projects would be considered less than significant. <u>Aquatic Species</u> Development within the RSP Area associated with the RSPU would result in increases in artificial ambient lighting conditions. Increases in artificial ambient light could interfere with the movement of migratory fish species within the Sacramento River. Therefore, impacts to migratory fish from increases in light spillover onto the Sacramento River from development in the proposed RSPU (RSP Area west of I 5) would be considered potentially significant.	4.3-8 (RSPU, KPMC, SO) <i>Measures to limit/minimize fugitive light from impacting the Sacramento River habitat.</i>	LTS

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TABLE S-4 (Continued)
COMPARISON TO 2007 RAILYARDS SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT

2007 RSP EIR Impact	2007 RSP EIR Mitigation Summary	Significance After 2007 RSP EIR Mitigation	2016 RSPU SEIR Impact	2016 RSPU SEIR Conclusions	2016 RSPU SEIR Mitigation Number	Significance After 2016 RSPU SEIR Mitigation
6.2 Biological Resources (cont.)			4.3 Biological Resources (cont.)			
6.2-10: Development of the Specific Plan could conflict with local policies protecting trees.	6.2-10 <i>Comply with City's tree ordinance and tree protection measures</i>	LTS	4.3-9: Development of the proposed projects could conflict with local policies protecting trees.	4.3-9: Loss of protected trees within the RSP Area, including the site of the proposed Stormwater Outfall, and the trees along the northern edge of the RSP Area would result in a significant impact. No protected trees are present within the MLS Stadium and KP Medical Center areas, therefore no impact to protected trees would occur.	4.3-9 (RSPU, SO) <i>Comply with City's tree ordinance and tree protection measures by development and implementation of Tree Protection Zones (TPZs)</i> This measure is similar to Mitigation Measure 6.2-10 in the 2007 RSP EIR, but has been modified for clarity.	LTS
6.2-11: Development of the Specific Plan would contribute to the cumulative loss of special-status plant and wildlife species or their habitat in the region.	None Required	LTS	4.3-10: Implementation of the proposed projects, in combination with other cumulative development, could/would contribute to the cumulative loss of foraging habitat for Swainson's hawk.	4.3-10: Because the site has been developed for over 150 years, redevelopment of the RSP Area through implementation of the proposed projects would not result in a considerable contribution to the diminishment of foraging habitat available for Swainson's hawk in Sacramento County. Therefore, the proposed projects would have less-than-significant cumulative impact on the loss of Swainson's hawk foraging habitat in Sacramento County.	None Required	LTS
6.2 – 11: <i>See Above</i>	6.2 – 11: <i>See Above</i>	LTS	4.3-11: Implementation of the proposed projects, in combination with other cumulative development, could/would contribute to the cumulative harm to, or loss of nesting habitat, for Swainson's hawk, white-tailed kite, purple martin, and other sensitive and/or protected bird species.	4.3-11: <u>Swainson's Hawk, Other Raptors, and Nesting Birds</u> The proposed projects could directly affect special-status, and protected bird species, and their habitat which would result in an incremental contribution to the cumulative loss within Sacramento County. <u>Purple Martin</u> If the I Street Bridge Replacement Project is not implemented before development of Lot 35, development could result in a loss of nest material collection sites, loss of perch sites, and an overall decrease in quality of habitat needed to support nesting. Additionally, development of the proposed RSPU could result in an increase in threats to purple martin including, but not limited to, increased exposure to competition from nesting competitors (i.e., starlings, sparrows), increased exposure to predation from feral cats, and/or increased mortality from vehicle collisions. Because the I Street Bridge colony is only one of four breeding colonies recorded in the Sacramento area in 2015, it is especially sensitive to adverse effects. Because of these factors, it has been determined that the proposed RSPU could potentially result in a considerable contribution to the downward population trend of breeding purple martin in the Sacramento area. As a result, this is considered a significant impact.	4.3-11(a) & (b) (RSPU) <i>Implement Mitigation Measure 4.3-2(a) and 4.3-2(b).</i>	SU
6.2 – 11: <i>See Above</i>	6.2 – 11: <i>See Above</i>	LTS	4.3-13: Implementation of the proposed project, in combination with other cumulative development, could/would contribute to the cumulative loss of habitat for the Valley Elderberry Longhorn Beetle.	4.3-13: Development of the proposed project would likely result in removal of elderberry shrubs within, and adjacent to, the RSP Area, resulting in further loss of VELB habitat. While none of the elderberry shrubs located onsite are located within the riparian area along the Sacramento River, any loss of VELB or their habitat is considered to be significant; therefore, the development of the proposed RSPU could have a considerable contribution to the cumulative impact of VELB, and their habitat. This would be a potentially significant cumulative impact.	4.3-13 (RSPU) <i>Implement Mitigation measure 4.3-4.</i>	LTS
6.2 – 11: <i>See Above</i>	6.2 – 11: <i>See Above</i>	LTS	4.3-15: Implementation of the proposed projects, in combination with other cumulative development, could/would contribute to the cumulative loss of habitat, or impacts to for bat species.	4.3-15: As discussed in impact 4.3-6, the proposed projects could reduce available foliage-roosting habitat by removing mature riparian trees along the Sacramento River, and renovating, or removing cavity-roosting habitat within historic train depot buildings associated with the Central Shops Historic District and the Sacramento Valley Station. Construction of the Stormwater Outfall would remove 0.04 acres of valley-foothill riparian habitat. Removal of 0.04 acres of riparian habitat, and renovation and exclusion of bats from the historic train depot would be considered a considerable contribution to the cumulative impact of diminishment of roosting habitat available for bat species in Sacramento County. This is a significant impact.	4.3-15 (RSPU, SO) <i>Implement Mitigation Measure 4.3-6</i>	LTS
6.2-12: Development of the Specific Plan would contribute to the cumulative loss of sensitive habitat including wetlands and riparian habitat in the region.	None Required	LTS	4.3-16: Implementation of the proposed projects, in combination with other cumulative development, could/would contribute to the cumulative loss of sensitive habitats including protected wetland habitat as defined in Section 404 of the Clean Water Act, riparian vegetation, and state jurisdictional waters/wetlands.	4.3-16: Development of the proposed projects would, in the short term, remove riparian vegetation and potentially impact the Sacramento River considered a water of the U.S. Due to the significant decline in wetland and sensitive riparian habitat, any loss of these sensitive habitat types would have a considerable contribution to the loss of riparian and wetland habitats within the Central Valley. Therefore, this is considered a significant impact.	4.3-16 (SO) <i>Implement Mitigation Measure 4.3-7.</i>	LTS

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TABLE S-4 (Continued)
COMPARISON TO 2007 RAILYARDS SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT

2007 RSP EIR Impact	2007 RSP EIR Mitigation Summary	Significance After 2007 RSP EIR Mitigation	2016 RSPU SEIR Impact	2016 RSPU SEIR Conclusions	2016 RSPU SEIR Mitigation Number	Significance After 2016 RSPU SEIR Mitigation
6.2 Biological Resources (cont.)			4.3 Biological Resources (cont.)			
6.2-13: Development of the Specific Plan could contribute to the cumulative reduction open space or impact riverine habitat, which would interfere substantially with the movement of resident or migratory fish or wildlife, or impede the use of native wildlife nursery sites within the region.	None Required	LTS	4.3-12: Implementation of the proposed projects, in combination with other cumulative development, could/would contribute to cumulative impacts to special-status fish species and degradation of designated critical habitat.	4.3-12: As discussed under Impact 4.3 3, construction of the Stormwater Outfall could result in increased sedimentation and turbidity, and/or the release and exposure of contaminants, which could adversely affect fish and aquatic habitats. Construction activities including pile driving, cofferdam construction and dewatering, and general in-water construction could cause direct disturbance to fish and their aquatic habitats, and loss to SRA habitat. Therefore, the proposed projects could result in a considerable contribution to a significant cumulative impact. This would be a potentially significant impact.	4.3-12(a) – (f) (SO) Implement Mitigation Measure 4.3-2(a) – (f)	LTS
6.2-13: <i>See Above</i>	6.2-13: <i>See Above</i>	LTS	4.3-14: Implementation of the proposed project, in combination with other cumulative development, could/would contribute to the cumulative loss of habitat for the western pond turtle.	4.3-14: The RSP Area, including the proposed Stormwater Outfall area, within the RSP Area do not provide suitable nesting habitat for western pond turtle. Although unlikely, turtles could use the bank of the Sacramento River as basking habitat. Similar basking habitat of equal quality is located along the banks of the Sacramento River in the vicinity of the RSP Area, the proposed projects would not contribute to the cumulative loss of habitat for western pond turtle in Sacramento County, or cause a distinct population of western pond turtle to become isolated. As a result, the development of the proposed RSPU would not have a considerable contribution to the cumulative impact on western pond turtle and their habitat. This impact would be less than significant.	None Required	LTS
6.2-13: <i>See Above</i>	6.2-13: <i>See Above</i>	LTS	4.3-17: Implementation of the proposed projects, in combination with other cumulative development, could/would contribute to the cumulative isolation or interruption of contiguous habitat which would interfere substantially with the movement of resident or migratory fish or wildlife species, migratory corridors, or impede the use of native wildlife nursery sites.	4.3-17: As discussed under impact 4.3-8, the vacant land and fragmented ruderal vegetation that dominates the RSP Area does not serve as a significant regional terrestrial wildlife corridor for migratory wildlife species because it is surrounded by urban development on three sides. Redevelopment through the implementation of the RSP Area through implementation of the proposed projects would not result in a considerable contribution to the diminishment of habitat connectivity, and availability of wildlife movement corridors in Sacramento County. Therefore, the proposed projects would not result in a cumulatively considerable contribution to the loss of terrestrial wildlife movement corridors in Sacramento County. Therefore, there is no impact to the cumulative loss of terrestrial wildlife movement corridors in Sacramento County.	4.3-17 (RSPU, SO) Implement Mitigation Measure 4.3-8.	LTS
N/A	N/A	N/A	4.3-18: Implementation of the proposed projects, in combination with other cumulative development, could/would contribute to the cumulative loss of locally protected trees.	4.3-18: The proposed projects could potentially remove heritage trees at the Outfall site and along the northern edge of the RSP Area. Because only two protected trees are expected to be removed, the projects would not result in a considerable contribution to the cumulative loss of locally protected trees. As a result, this impact is considered less than significant. This impact was not discussed in the 2007 RSP EIR.	None Required	LTS
6.3 Cultural Resources			4.4 Cultural Resources			
6.3-1: The proposed project could cause a substantial adverse change in the significance of an archaeological resource, including human remains.	6.3-1 (a) <i>Prepare and implement Archaeological Testing Plan (ATP)</i> (b) <i>If called for in ATP, prepare Archaeological Mitigation Plan</i> (c) <i>Prepare and Implement Construction Monitoring Plan</i> (d) <i>Complete Native American consultation prior to ground disturbing activities.</i>	LTS	4.4-1: The proposed projects could cause a substantial adverse change in the significance of an archaeological resource, including human remains.	4.4-1: The proposed projects and land use variant would include construction involving ground disturbing activities that could disturb or destroy potentially significant buried resources, including human remains, or submerged archaeological sites. Destruction or loss of these resources would potentially result in significant impact. *The magnitude of this impact is similar to the impact described in the 2007 RSP EIR, except that the potential areas where such impacts would occur has been reduced due to the extent of remediation-related excavation.	4.4-1(a) (RSPU ASAs) (i) <i>Prepare and implement a focused ATP for ground disturbing activity in ASAs</i> (ii) <i>Prepare Archaeological Mitigation Plan (AMP) if CRHR- eligible archaeological resources are identified.</i> (iii) <i>Prepare and implement Construction Monitoring Plan</i> (iv) <i>pre-construction archaeological training for construction crews.</i> 4.4-1(b) (RSPU, footprint of the northern levee embankment only) <i>Prepare an AMP for northern levee embankment.</i>	LTS

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TABLE S-4 (Continued)
COMPARISON TO 2007 RAILYARDS SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT

2007 RSP EIR Impact	2007 RSP EIR Mitigation Summary	Significance After 2007 RSP EIR Mitigation	2016 RSPU SEIR Impact	2016 RSPU SEIR Conclusions	2016 RSPU SEIR Mitigation Number	Significance After 2016 RSPU SEIR Mitigation
6.3 Cultural Resources (cont.)			4.4 Cultural Resources (cont.)			
6.3-1 (cont.)	(e) <i>retain and utilize archaeological monitor during ground disturbing activity; follow unanticipated/inadvertent discovery protocols</i>		4.4-1 (cont.)		4.4-1(c) (RSPU, KPMC, MLS, SO) <i>Measures and protocols for inadvertent discovery of archaeological resources or human remains.</i>	
6.3-2: The proposed project could cause a substantial adverse change in to the Southern Pacific Railroad Shops, a historical resource as defined in Section 15064.5 of the State CEQA Guidelines, through the potential alteration and demolition of character-defining features of contributing elements of the Historic District.	6.3-2 (a) <i>Architectural historian requirements.</i> (b) <i>HAER requirements</i> (c) <i>Prepare and implement Historic District Plan</i>	LTS	4.4-2: The proposed projects could cause a substantial adverse change in to the Central Shops Historic District.	4.4-2: The proposed KP Medical Center, MLS Stadium, and Stormwater Outfall would have no impact on the Central Shops Historic District. The RSPU and Land Use Variant would include the rehabilitation and adaptive reuse of the Southern Pacific Railroad Shops. New construction designs that do not recognize and reflect the importance of these features in their construction plans could fail to preserve or highlight the character of the district. Failure to sympathetically incorporate these features into surrounding design plans would result in a significant impact to the historic district. *The magnitude of this impact is less than described in the 2007 RSP EIR due to the completion of a Sacramento Register nomination and HAER documentation, as required by 2007 RSP EIR mitigation measures. With the implementation of Mitigation Measure 4.4-2 listed above, this impact would be reduced to a less-than-significant level by ensuring that the integrity of the Central Shops District is protected. Alterations to these buildings would adhere to the proposed Specific Plan design guidelines, and SOI standards for treatment of historic properties.	4.4-2(a) (RSPU Central Shops District) <i>Guidelines for preparation and implementation of a Historic District Plan.</i> 4.4-2(b) (RSPU Central Shops District) <i>Requirements for preparation and distribution of the Southern Pacific Company Sacramento Shops HAER document.</i> Mitigation Measure 6.3-2(c), of the 2007 RSP EIR, required preparation of a Historic District Plan for the Central Shops Historic District, and is reiterated in Mitigation Measure 4.4-2.	LTS
6.3-3: The proposed project could cause a substantial adverse change to the Southern Pacific Railyard Historic District by constructing new buildings and structures surrounding the contributing elements of the district.	None Required	LTS	4.4-3: The proposed projects could cause a substantial adverse change to the Central Shops Historic District, or Water Tower, by new construction surrounding and affecting the contributing resources and the significant features and characteristics of the district.	4.4-3: The RSPU and land use variance would include the introduction of new construction within the vicinity of the Central Shops Historic District. Introduction of new buildings to areas immediately adjacent to designated historic buildings would require adherence to the City guidance as well as Secretary of Interior standards for treatment of historic properties, otherwise it would potentially result in significant impact for the RSPU and land use variant only. Therefore, this impact would be potentially significant.	4.4-3 (RSPU Central Shops and Transition Zone) <i>Design requirements for Central Shops and Transition Zone construction.</i> Mitigation Measure 4.4-3 is a new measure, because development of Lot 22 was not proposed as a part of 2007 RSP.	LTS
6.3-4: The proposed project could cause a substantial adverse change to contributing elements of the Sacramento Depot that could be caused by construction activities associated with the relocation of the UPRR main line tracks.	None Required	LTS	N/A	* <i>Project element completed prior to the 2016 RSPU.</i>	N/A	N/A
6.3-5: The proposed project could cause a substantial adverse change to the I Street Bridge.	None Required	LTS	4.4-4: The proposed projects could cause a substantial adverse change to the I Street Bridge.	4.4-4: The proposed projects and land use variant would include the removal of the Jibbom Street Overhead, a noncontributing component of the historic I Street Bridge. As a noncontributing element, demolition of this feature would not impact the historic significance of the bridge. As such, no impact to historical resources is anticipated and no mitigation is required. The magnitude of this impact is the same as described in the 2007 RSP EIR.	None Required	LTS
6.3-6: The proposed project could cause a substantial adverse change in the significance of the remnant portion of the Pioneer/Sperry Grain Mill, California State Landmark 780 the First Transcontinental Railroad, and the Levees.	6.3-6 (a) <i>Architectural historian requirement for First Transcontinental Railroad Route</i> (b) <i>interpretation requirements</i> (c) <i>Implement Mitigation Measure 6.3-1(e).</i>	LTS	4.4-5: The proposed projects could cause a substantial adverse change in the significance of historic resources outside of the Central Shops, specifically the remnant portion of the Pioneer/Sperry Grain Mill, California State Landmark 780 the First Transcontinental Railroad, and the Sacramento River Levees.	4.4-5: The proposed projects would include the construction that would alter previously recorded historic period structures and buildings within the RSP Area, including the Pioneer/Sperry Grain Mill adjacent to the Sacramento River, the route of the First Transcontinental Railroad, and levees. Evaluations of the levees and the Pioneer/Sperry Grain Mill in 2007 recommended these resources ineligible for listing in the National and California Registers. Soil remediation efforts in the vicinity of the route of the First Transcontinental Railroad have identified and documented no physical remains of the alignment. Because these resources are not eligible for listing, the proposed projects would result in no impact on built historical resources outside of the Central Shops. The magnitude of this impact is the same as described in the 2007 RSP EIR.	None Required Mitigation Measure 6.3-6 from the 2007 RSP EIR is no longer required.	NI

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TABLE S-4 (Continued)
COMPARISON TO 2007 RAILYARDS SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT

2007 RSP EIR Impact	2007 RSP EIR Mitigation Summary	Significance After 2007 RSP EIR Mitigation	2016 RSPU SEIR Impact	2016 RSPU SEIR Conclusions	2016 RSPU SEIR Mitigation Number	Significance After 2016 RSPU SEIR Mitigation
6.3 Cultural Resources (cont.)			4.4 Cultural Resources (cont.)			
6.3-7: The proposed project could cause a substantial adverse change in the significance of the Alkali Flat Historic District if it would construct development adjacent to the District's west side that would be out of context for the area.	None Required	LTS	4.4-6: The proposed projects could cause a substantial adverse change in the significance of the Alkali Flat West and North Historic Districts.	4.4-6: The proposed projects would include the introduction of new development adjacent to or in close proximity to the Alkali Flat Historic District. Within the immediate proximity of the district, design elements compatible with the district in compliance with the City Historic Preservation Ordinance and proposed design guidelines and policies would ensure the impact would be less than significant. The magnitude of this impact similar to the impact described in the 2007 RSP EIR.	None Required	LTS
6.3-8: The proposed project could contribute to the cumulative degradation or loss of archaeological resources, including human remains.	6.3-8 <i>Implement Mitigation Measures 6.3-1(a)-(e).</i>	LTS	4.4-8: The proposed projects could contribute to the cumulative loss or alteration of archaeological resources, including human remains.	4.4-8: While no known significant archaeological resources are documented within the RSP Area, the proposed projects have the potential to adversely affect significant archaeological resources through excavation or accidental discovery. As unique and non-renewable members of finite classes, the project's incremental contribution to the cumulative effects would itself be potentially cumulatively considerable; therefore, this is a potentially significant cumulative impact.	4.4-8 <i>Implement Mitigation measures 4.4-1(a) through 4.4-1(e).</i>	SU
6.3-9: The proposed project could contribute to the cumulative loss or alteration of historical resources.	None Required	LTS	4.4-9: The proposed projects could contribute to the cumulative loss or alteration of historic built resources, including the Central Shops Historic District (the Southern Pacific Railroad Shops), the Water Tower, the Sacramento Valley Station, or the Alkali Flat Historic Districts.	4.4-9: The proposed projects include the alteration of existing buildings on the RSP Area that could cause a substantial adverse change in the significance of an historical resource. If historic resources were damaged or destroyed during construction of the proposed projects, then the project contribution to cumulative loss of historic resources would be considered significant. The cumulative effects of the project coupled with other development in the City of Sacramento would constitute a potentially significant impact.	4.4-9 <i>Implement Mitigation Measure 4.4-2 and 4.4-3.</i>	LTS
N/A	N/A	N/A	4.4-7: Construction of the proposed projects could damage and/or destroy paleontological resources.	4.4-7: Based on a review of known disturbances, there appears to be a very low potential to uncover paleontological resources during project implementation. Nonetheless, if such resources are present, they could be damaged or destroyed during project excavation, pile driving, utilities and/or related construction activities. Therefore, this impact would be potentially significant. *Paleontological resources were no analyzed in the 2007 RSP EIR	4.4-7 (RSPU, KPMC, MLS, SO) <i>Measure for inadvertent discovery of paleontological resources.</i> Mitigation Measure 4.4-7 is a new measure, because paleontological resources were not analyzed in the 2007 RSP EIR.	LTS
N/A	N/A	N/A	4.4-10: The Proposed projects would contribute to cumulative losses of paleontological resources.	4.4-10: The City of Sacramento and surrounding areas are not considered highly sensitive for the presence of paleontological resources. Nonetheless, there could be undiscovered paleontological resources located in the region. Development that requires extensive excavation could damage or destroy such resources. This is considered a significant cumulative impact. The Proposed projects could contribute to this impact if paleontological resources are located beneath the RSP Area at depths that are disturbed by project construction. This would be a significant cumulative impact. *Paleontological resources were no analyzed in the 2007 RSP EIR.	4.4-10 <i>Implement Measure 4.4-7</i>	LTS
6.14 Energy			4.5 Energy			
6.14-1: The proposed project would increase the demand for electricity supply and conveyance.	None Required	LTS	4.5-1: The proposed project would increase demand for energy, specifically electricity and natural gas, the construction of which could cause significant environmental effects.	4.5-1: Energy consumption, including electricity, natural gas, and fuel, for construction and operation of the proposed RSPU, RSPU Land Use Variant, KP Medical Center, MLS Stadium, and Stormwater Outfall would be accomplished without the addition of energy infrastructure that could result in adverse environmental effects. In view of the above, impacts related to energy consumption would be less than significant . *The magnitude of this impact is the same as described in Impacts 6.14-1 and 6.14-2 in the 2007 RSP EIR.	None Required	LTS
6.14-2: The proposed project would increase the demand for natural gas supply and conveyance facilities.	None Required	LTS	4.5-1: <i>See Above</i>	4.5-1: <i>See Above</i>	4.5-1: <i>See Above</i>	LTS
6.14-3: The proposed project could result in the wasteful or inefficient use of energy.	None Required	LTS	4.5-2: The proposed projects could result in the wasteful, inefficient, or unnecessary use of energy.	4.5-2: The proposed projects would be designed and operated to minimize the use of electrical, natural gas, and transportation fuel energy. The projects would comply with State and local regulations that increase the efficiency of operations. The proposed KP Medical Center and MLS Stadium projects would achieve LEED Gold certification or equivalent. For these reasons, the proposed projects would not result in the wasteful or inefficient use of energy. In view of the above, this impact is considered less than significant . *The magnitude of this impact is the same as described in Impacts 6.14-3 in the 2007 RSP EIR.	None Required	LTS

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TABLE S-4 (Continued)
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2007 RSP EIR Impact	2007 RSP EIR Mitigation Summary	Significance After 2007 RSP EIR Mitigation	2016 RSPU SEIR Impact	2016 RSPU SEIR Conclusions	2016 RSPU SEIR Mitigation Number	Significance After 2016 RSPU SEIR Mitigation
6.14 Energy (cont.)			4.5 Energy (cont.)			
6.14-4: The proposed project would contribute to cumulative increases in energy use.	None Required	LTS	4.5-3: The proposed project would contribute to cumulative increases in demand for energy.	4.5-3: For SMUD service, through a combination of increases in efficiency and deployment of power management strategies including power imports during peak periods, SMUD expects to maintain sufficient capacity to provide power to its service area, including the project, at least through 2050. With respect to natural gas, PG&E maintains supply from a geographically diverse combination of producers and suppliers, maintains gas storage and conveyance infrastructure, and maintains an active planning process to address future needs. For the proposed projects and surrounding areas, existing and planned infrastructure is anticipated to be sufficient to maintain service to the proposed project and other cumulative scenario projects. Cumulative impacts on energy production and transmission facilities therefore are not significant and the project's contribution is not cumulatively considerable. As such, this impact is considered less than significant .	None Required	LTS
6.4 Seismicity, Soils, and Geology			4.6 Geology, Soils and Seismicity			
6.4-1: The proposed project could expose people or structures to rupture of a known earthquake fault.	None Required	NI	N/A	Impact 6.4-1 of the 2007 RSP EIR found that the 2007 RSP would have no impact regarding the exposure of people or structures to rupture of a known earthquake fault as there are no faults that cross or trend towards the RSP Area. The full discussion of this topic can be found on page 6.4 14 of the 2007 RSP EIR. As discussed in Section 4.6.1 Environmental Setting, for the RSP Area the fault-location information is unchanged since certification of the 2007 RSP EIR; therefore, the proposed RSPU would result in no impact regarding the exposure of people or structures to rupture of a known earthquake fault, and this issue is not further addressed.	N/A	N/A
6.4-2: The proposed project could expose people and structures to moderate or strong seismic groundshaking (MMI VI to MMI VII).	None Required	LTS	4.6-1: The proposed projects could expose people and structures to seismic hazards, such as groundshaking and liquefaction.	4.6-1: Compliance with existing regulatory framework that addresses earthquake safety issues and adherence with CBC and design standards and permit conditions, seismically induced groundshaking and liquefaction would not be a substantial hazard for development pursuant to the proposed RSPU, including the RSPU Land Use Variant, KP Medical Center, MLS Stadium, or Stormwater Outfall. In view of the above, impacts related to exposure of people or structures to seismic hazards, such as groundshaking and liquefaction, would be less than significant. *The magnitude of this impact is the same as described in Impacts 6.4-2 and 6.4-3 in the 2007 RSP EIR.	None Required	LTS
6.4-3: The proposed project could expose people and structures to seismic-related ground failure, including liquefaction.	None Required	LTS	4.6-1: <i>See Above</i>	4.6-1: <i>See Above</i>	4.6-1: <i>See Above</i>	LTS
6.4-4: The proposed project could result in damage to the historic Central Shops.	6.4-4 (a) <i>Stabilize or reinforce vulnerable historic buildings prior to ground disturbing activity</i> (b) <i>Protect historic structures from damage.</i> (c) <i>Measures to reduce or eliminate potential ground settlement near historic structures.</i>	LTS	4.6-2: The proposed projects could result in damage to the historic Central Shops.	4.6-2: Buildings proposed to be constructed near or adjacent to the existing historic Central Shops buildings pursuant to the RSPU and the RSPU Land Use Variant could result in temporary instability in the soil surrounding the existing historic buildings. As a result, the potential risk of damage to the historic buildings is considered a potentially significant impact. This impact would be the same as Impact 6.4-4 of the 2007 RSP EIR. The proposed KP Medical Center and MLS Stadium would require subsurface construction activities, but are located far enough from the Central Shops that effects on soils stability would be less than significant. The Stormwater Outfall would not result in damage to the historic Central Shops due to distance from the shops and the nature of outfall construction.	4.6-1 (RSPU) (a) <i>Stabilization and reinforcement of historic structures</i> (b) <i>Conduct Pre-excavation surveys for settlement defects.</i> (c) <i>Stabilization measures as needed to prevent further damage to historic structures.</i> The measure is similar to Mitigation Measure 6.4-4 of the 2007 RSP EIR, but has been revised to add specific requirements for preventing damage to the Central Shops. This measure would be required of construction in proximity to the Central Shops (between Camille Avenue and the Central Shops and within the Central Shops district). No mitigation is required for the KP Medical Center, the MLS Stadium or the Stormwater Outfall.	LTS
6.4-5: The proposed project could expose people or structures to landslides.	None Required	NI	N/A	Impact 6.4-5 of the 2007 RSP EIR found that the 2007 RSP would have no impact regarding the exposure of people or structures to landslides due to the level topography. This impact is not discussed further in the 2016 RSPU EIR.	N/A	N/A
6.4-6: The proposed project could cause erosion or the loss of topsoil during construction or operation.	None Required	LTS	4.6-3: The proposed projects could cause erosion or the loss of topsoil during construction or operation.	4.6-3: Compliance with State and City requirements would reduce impacts related to substantial soil erosion and loss of topsoil to be less than significant for the proposed RSPU, KP Medical Center, MLS Stadium, and Stormwater Outfall projects. *This impact would be similar to Impact 6.4-6 of the 2007 RSP EIR.	None Required	LTS

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**TABLE S-4 (Continued)
COMPARISON TO 2007 RAILYARDS SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT**

2007 RSP EIR Impact	2007 RSP EIR Mitigation Summary	Significance After 2007 RSP EIR Mitigation	2016 RSPU SEIR Impact	2016 RSPU SEIR Conclusions	2016 RSPU SEIR Mitigation Number	Significance After 2016 RSPU SEIR Mitigation
6.4 Seismicity, Soils, and Geology (cont.)			4.6 Geology, Soils and Seismicity (cont.)			
6.4-7: The proposed project could cause on- or off-site lateral spreading, subsidence, settlement, or collapse because the Specific Plan Area contains unstable geologic and soil units.	None Required	LTS	4.6-4: The proposed projects could expose people or structures to unstable soil conditions, including expansive soils and subsidence.	4.6-4: Compliance with CBC, City's codes and policies would ensure the maximum practicable protection available for users of buildings and infrastructure and their associated trenches, slopes, and foundations. In view of the above, the RSPU, KP Medical Center, MLS Stadium, and Stormwater Outfall would have a less-than-significant impact regarding exposure people or structures to unstable soil conditions, including expansive soils and subsidence. *This impact would be similar to Impacts 6.4-7 and 6.4-8 of the 2007 RSP EIR.	None Required	LTS
6.4-8: The proposed project could be located on expansive soil, as defined in Table 18-1-A of the California Building Code (2001), as adopted by the City of Sacramento, creating life or property hazards.	None Required	LTS	4.6-4: <i>See Above</i>	4.6-4: <i>See Above</i>	4.6-4: <i>See Above</i>	LTS
6.4-9: The proposed project would contribute to increases in the number of people exposed to seismic and geologic risks.	None Required	LTS	4.6-5: The proposed projects could contribute to cumulative increases in the number of people exposed to seismic and geologic risks.	4.6-5: Buildings and facilities for human occupancy in Sacramento are required to be sited and designed in accordance with appropriate geotechnical and seismic guidelines and recommendations consistent with the CBC, the Sacramento Building Code, and the Alquist Act for hospitals. As a result of adherence to relevant plans, codes, and regulations with respect to project design and construction that require the prescribed levels of safety for the geotechnical and soils conditions at the site, the RSPU, including the proposed KP Medical Center, MLS Stadium, and Stormwater Outfall, would not make considerable contributions to cumulative impacts, as defined in the CEQA Guidelines, §15065(a)(3). Consequently, project-related cumulative impacts regarding geologic hazards would be less than significant.	None Required	LTS
6.4-10: The proposed project would contribute to cumulative increases in erosion within the American River watershed.	None Required	LTS	4.6-6: The proposed projects could contribute to cumulative increases in erosion within the Sacramento watershed.	4.6-6: 2035 General Plan policy EC 1.1.2 requires that projects within the City prepare a geotechnical investigation to determine site-specific seismic and soil characteristics and recommend appropriate mitigation measures to mitigate any potential impacts. Further, 2035 General Plan policy ER 1.1.7 requires that necessary erosion control measures are used during site development activities for all projects in the City. The individual contribution of the RSPU to cumulative erosion impacts in the watershed would not be considerable, because the RSPU would also be subject to State and City regulations as described in Impact 4.6-3. Consequently, project-related cumulative impacts regarding erosion and loss of topsoil would be less than significant.	None Required	LTS
Global Climate Change			4.7 Global Climate Change			
N/A	N/A	N/A	4.7-1: Implementation of the proposed projects could conflict with the City of Sacramento's Climate Action Plan.	4.7-1: Each of the proposed projects would be consistent with and conform to all of the applicable criteria to establish consistency with the City's Climate Action Plan (CAP). As established in CEQA Guidelines section 15183.5(b), because the City has determined that these projects are consistent with the City's CAP, the projects' contribution to cumulative GHG emissions and related global climate change is less than considerable, and the impact is considered less than significant. The proposed Stormwater Outfall is not a project to which the City's CAP Consistency Checklist applies, however because of the limited energy use required for operation of the project, and the fact that the energy would come from SMUD which current produces 27 percent of its energy from renewable sources and will expand that portfolio to 33 percent by 2020, the contribution of the proposed Stormwater Outfall is also considered less-than-considerable, and the impact would be considered less than significant . *Climate Change as it pertains to Climate Action Plans was not analyzed in the 2007 RSP EIR.	None Required	LTS
6.5 Hazards and Hazardous Materials			4.8 Hazards and Hazardous Materials			
6.5-1: Development of the proposed Specific Plan would occur on property that is known to contain contaminated soil, which could present a hazard to construction workers if not properly managed.	6.5-1 (a) – (e) <i>Construction requirements for the RSP Area.</i>	LTS	4.8-1: Construction of the proposed projects could result in the exposure of people to health risk associated with contaminated soils and debris.	4.8-1: The KP Medical Center, MLS Stadium, and a portion of the Stormwater Outfall, and several areas within the RSP Area (as shown in Figure 4.8-4) are located in areas where soil remediation has been certified complete and where the Environmental Restrictions of the 2015 LUC and the Railyards Projects Soil and Groundwater Management Plan are required to be implemented. Therefore, the risk of exposing people to contaminated soil and debris during construction would be less than significant. In those areas that have not been remediated and/or where construction would occur on a property known to contain contaminated soil, potential exposure to contaminated soil and debris would be a significant impact if not properly managed. *This impact is similar to Impacts 6.5-1 and 6.5-9 of the 2007 RSP EIR, but the severity is substantially reduced because extensive remediation has occurred since 2007, reducing the potential risk of exposure.	4.8-1 (RSPU, West Jibboom only, SO) <i>Measure for the inadvertent discovery of contaminated soil or groundwater evidenced by stained soil.</i> This measure replaces Mitigation Measures 6.5-1 and 6.5-9, of the 2007 RSP EIR.	LTS

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**TABLE S-4 (Continued)
COMPARISON TO 2007 RAILYARDS SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT**

2007 RSP EIR Impact	2007 RSP EIR Mitigation Summary	Significance After 2007 RSP EIR Mitigation	2016 RSPU SEIR Impact	2016 RSPU SEIR Conclusions	2016 RSPU SEIR Mitigation Number	Significance After 2016 RSPU SEIR Mitigation
6.5 Hazards and Hazardous Materials (cont.)			4.8 Hazards and Hazardous Materials (cont.)			
6.5-2: Development of the proposed Specific Plan would occur on property that is known to contain contaminated soil and groundwater, which could present a hazard to people during occupancy of the proposed project if not properly managed.	6.5-2 <i>Groundwater infiltration preventative measures.</i>	LTS	4.8-7: Operation of the proposed projects could result in the exposure of people to health risks associated with contaminated soils and groundwater.	4.8-7: The KP Medical Center, MLS Stadium, and a portion of the Stormwater Outfall are located where the Environmental Restrictions of the 2015 LUC and the Railyards Projects Soil and Groundwater Management Plan are required to be implemented. Therefore, operation would not present an unacceptable health risk to future occupants associated with contaminated soils and groundwater. For the areas not covered by the 2015 LUC other existing or future LUC would require compliance with development restrictions. Therefore, risk of exposing future occupants to contaminated soil or groundwater would not present an unacceptable health risk. However, porous utility lines associated with all development could be infiltrated by contaminated groundwater or volatile contaminants in soil vapor that could contaminate water flowing through the pipes, resulting in a potential significant impact.	4.8-7 (RSPU, KPMC, MLS, SO) <i>Groundwater infiltration preventative measures.</i> This measure is the same as Mitigation Measure 6.5-2 of the 2007 RSP EIR.	LTS
6.5-3: Soil remediation activities will occur concurrently with development of the proposed Specific Plan, which could expose project occupants or visitors to adverse health effects associated hazardous substances.	6.5-3 (a) – (h) <i>Measures to prevent exposure to hazardous substances related to remediation sites.</i>	LTS	N/A	Impact 6.5-3 on pages 6.5-30 and 6.5-31 of the 2007 RSP EIR found that the soil remediation activities would occur concurrently with the development of the 2007 RSP and; therefore, could expose project occupants or visitors to adverse health effects associated hazardous substances. Since the certification of the 2007 RSP EIR, soil remediation and/or certification has been completed for the majority of the RSP Area including the Lagoon, Central Corridor, Car Shop Nine, Central Shops, and the Northern Shops Study Areas. Remediation activities of the remaining contaminated areas would include implementation of measures to protect construction workers that would also ensure the health and safety of the general public. In addition, it is unlikely that the RSPU would be constructed in advance of the remaining soil remediation efforts. As such, no impact would occur and this issue is not further addressed.	N/A	N/A
6.5-4: Construction of site features such as infrastructure and buildings could interfere with remediation efforts.	6.5-4 (a) – (c) <i>Measures to avoid conflict with remediation efforts.</i>	LTS	4.8-4: Construction of the proposed projects' infrastructure and buildings could interfere with remediation efforts.	The KP Medical Center, MLS Stadium, and a portion of the Stormwater Outfall, and several other areas within the RSP Area are located in areas where soil remediation has been certified complete and where the Environmental Restrictions of the 2015 LUC and the Railyards Projects Soil and Groundwater Management Plan are required to be implemented. Therefore, risk of damaging or interfering with remediation site or facilities during construction would be less than significant. In those area that are not covered under the 2015 LUC or the Sacramento Station Covenant development and infrastructure could result in the increased risk of damaging or interfering with remediation site or facilities during construction, resulting in a potentially significant impact.	4.8-4 (RSPU, West Jibboom only, SO) <i>Implement Mitigation Measure 4.8-1.</i> Mitigation Measure 4.8-4 replaces Mitigation Measure 6.5-4, pages 6.5-31 and 6.5-32 of the 2007 RSP EIR.	LTS
6.5-5: Throughout the life of the project, currently proposed land uses may be changed and new construction may occur, exposing construction workers and site occupants to unacceptable levels of contaminated soil and/or groundwater in the Specific Plan Area. Cleanup standards affecting soil could also be revised downward in light of new scientific information, indicating that planned cleanup levels may not be as protective of human health as originally assumed.	6.5-5 <i>Guidelines for hazardous substance review at the development permitting stage and additional remediation.</i>	LTS	N/A	Impact 6.5-5 of the 2007 RSP EIR determined that throughout the life of the project, proposed land uses may be change and new construction may occur, exposing construction workers and site occupants to unacceptable levels of contaminated soil and/or groundwater in the 2007 RSP Area. Since the certification of the 2007 RSP EIR soil remediation and certification has been completed for the majority of the RSPU Area. Remediation of site soils were conducted in accordance with the 1988 Enforceable Agreement and the DTSC-approved Remedial Action Plans. Furthermore, deed restrictions or LUCs have been recorded which restrict land uses for much of the RSP Area. Land uses associated with project phasing would not therefore present an unacceptable risk to present and future human health or safety or the environment and the cleanup standards affecting soil and groundwater have been established in the remediation documentation. Therefore, no impact would occur.	N/A	N/A
6.5-6: Central Shops buildings that will be renovated and/or restored are likely to contain asbestos, lead-based paint, or other hazardous substances, which could be released to the environment if not properly identified, removed, contained, and transported for disposal at approved sites.	6.5-6 <i>Written documentation requirement for ACM, lead-based paint and any remaining hazardous substances for restorative work in the Central Shops.</i>	LTS	4.8-2: Renovation of Central Shop buildings could expose people to asbestos-containing materials, lead-based paint and/or other hazardous materials.	4.8-2: The RSPU and RSPU Land Use Variant renovation and/or restoration of the Central Shops buildings could release asbestos, lead-based paint, or other hazardous substances, to the environment if not properly identified, removed, contained, and transported. Compliance with all applicable laws and regulations at the federal, State, and local levels would prevent the exposure of individuals and the environment to the hazards. Therefore, risk of exposing people to asbestos containing materials, lead-based paint or other hazardous materials would be less than significant. The KP Medical Center, MLS Stadium and Stormwater Outfall would not result in the renovation and/or restoration of the Central Shops buildings; therefore no impact would occur.	None Required The RPSU is required to apply with all State and local laws and regulations; therefore Mitigation Measure 6.5-6 from the 2007 RSP EIR is not carried forward for this impact.	LTS

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TABLE S-4 (Continued)
COMPARISON TO 2007 RAILYARDS SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT

2007 RSP EIR Impact	2007 RSP EIR Mitigation Summary	Significance After 2007 RSP EIR Mitigation	2016 RSPU SEIR Impact	2016 RSPU SEIR Conclusions	2016 RSPU SEIR Mitigation Number	Significance After 2016 RSPU SEIR Mitigation
6.5 Hazards and Hazardous Materials (cont.)			4.8 Hazards and Hazardous Materials (cont.)			
6.5-7: Implementation of the proposed project would increase the use of hazardous substances during construction and occupancy of the proposed project.	None Required	LTS	4.8-5: Occupancy of the proposed projects could increase the use of hazardous substances during occupancy.	4.8-5: Compliance with applicable federal and State laws and regulations would reduce impacts associated with the routine use, storage, and transportation of hazardous substances in the RSPU to a less-than-significant level for the RSPU, RSPU Land Use Variant, KP Medical Center, MLS Stadium, and the Stormwater Outfall.	None Required	LTS
6.5-8: Development of the proposed project would bring new residents in proximity to existing non-project-related hazardous substances transportation routes, such as I-5 and the UPRR rail lines.	None Required	LTS	4.8-6: Development of the proposed projects would bring new occupants or visitors in proximity to hazardous substances transportation routes, such as I-5 and the UPRR rail lines.	4.8-6: The RSPU, RSPU Land Use Variant, KP Medical Center, and MLS Stadium would not substantially increase the risk of exposure to inadvertent or accidental releases of hazardous substances transported on adjacent roadways and rail lines within the RSP Area, as compared to existing conditions. Additionally, as discussed in the Regulatory Setting, transportation of hazardous materials is regulated by the DOT and Caltrans. Therefore, the impact is considered less than significant and no mitigation is required for the RSPU, RSPU Land Use Variant, KP Medical Center, and MLS Stadium. The Stormwater Outfall would result in no impact as it would not require occupancy during operation.	None Required	LTS
6.5-9: Development of the West Jibboom Street Property in the Riverfront District (APN 002-0010-023) could expose construction workers to hazardous substances that could be present in soil or groundwater.	6.5-9 <i>Requirement for phase 2 ESA for the West Jibboom Street Property Site to determine need for remediation.</i>	LTS	4.8-1: <i>See Above</i>	4.8-1: <i>See Above</i>	4.8-1: <i>See Above</i>	LTS
6.5-10 Development of the proposed Specific Plan, in combination with development of other projects in the City of Sacramento that are on property that are known to contain, or could contain contaminated soil or groundwater, could present a hazard to construction workers if not properly managed.	6.5-10 <i>Implement Mitigation Measures 6.5-1, 6.5-3, 6.5-4, 6.5-5, and 6.5-9</i>	LTS	4.8-8: The proposed projects in combination with development of other projects in the surrounding area known to contain, or could contain contaminated soil or groundwater, could present a hazard to construction workers if not properly managed.	4.8-8: Construction of RSP Areas not covered by the 2015 LUC, Railyards Projects Soil and Groundwater Management Plan, Sacramento Station Covenant or the 7th Street Corridor Covenant could result in the increased exposure to contaminated soils or groundwater if not properly managed. Although considerable uncertainty exists regarding the construction schedules for the proposed projects as well as other projects in the vicinity, exposure to contaminated soils or groundwater with those projects in combination with the proposed projects would be considered a temporary significant cumulative impact and the contribution of the proposed projects would be cumulatively considerable.	4.8-8 (RSPU, West Jibboom only, SO) <i>Implement Mitigation Measure 4.8-1.</i> This measure replaces Mitigation Measure 6.5-4, pages 6.5-31 and 6.5-32 of the 2007 RSP EIR.	LTS
6.5-11: The renovation and/or restoration of Central Shops buildings likely to contain asbestos, lead-based paint, or other hazardous substances, in combination with similar activities at existing buildings in the City of Sacramento, could result in a release of hazardous substances to the environment if not properly identified, removed, contained, and transported for disposal at approved sites.	6.5-11 <i>Implement Mitigation Measure 6.5-6</i>	LTS	N/A	Impact 6.5-11 of the 2007 RSP EIR is not discussed further in the 2016 RSPU EIR, as the associated impacts are generally site-specific and would not result in a cumulative impact.	N/A	N/A

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TABLE S-4 (Continued)
COMPARISON TO 2007 RAILYARDS SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT

2007 RSP EIR Impact	2007 RSP EIR Mitigation Summary	Significance After 2007 RSP EIR Mitigation	2016 RSPU SEIR Impact	2016 RSPU SEIR Conclusions	2016 RSPU SEIR Mitigation Number	Significance After 2016 RSPU SEIR Mitigation
6.5 Hazards and Hazardous Materials (cont.)			4.8 Hazards and Hazardous Materials (cont.)			
6.5-12: Implementation of the proposed project would contribute to cumulative increases in the use of hazardous substances during construction and occupancy of the projects.	None Required	LTS	N/A	Impact 6.5-12 of the 2007 RSP EIR is not discussed further in the 2016 RSPU EIR, as the associated impacts are generally site-specific and would not result in a cumulative impact.	N/A	N/A
6.5-13: Implementation of the proposed project would contribute to cumulative increases in the number of people who could be exposed to accidental or intentional release hazardous substances on rail lines and roadways.	None Required	LTS	4.8-10: The proposed projects could contribute to cumulative risk of exposure of people due to inadvertent or accidental releases of hazardous substances transported on local or regional roadways or rail lines.	4.8-10: Impact 6.5-13 of the 2007 RSP EIR found that the 2007 RSP would have a less than significant impact relating to the cumulative increases in the number of people who could be exposed to accidental or intentional release hazardous substances on rail lines and roadways. The transportation of hazardous materials associated with the RSPU, when considered with other projects in the region, would increase the amount of hazardous substances transported on local and regional roadways, which could increase the risk of exposure due to the inadvertent or accidental release of hazardous substances. Because numerous laws and regulations govern the transportation of hazardous materials to reduce the potential hazards this cumulative impact would be less than significant and the RSPU's contribution would be less than considerable.	None Required	LTS
N/A	N/A	N/A	4.8-3: Development of the proposed projects could expose people to existing contaminated groundwater during dewatering activities.	4.8-3: Compliance with federal, State and local requirements would minimize the potential impacts associated with the degradation of receiving waters during construction dewatering activities. In areas that are located over a contaminated groundwater plume and do not have an LUC in place, dewatering could result in exposure to contaminated groundwater, which would be considered a significant impact. The potential for the development of the RSPU to expose people to existing groundwater contamination during dewatering activities was not previously discussed in the 2007 RSP EIR.	4.8-3 (RSPU, West Jibboom only, SO) <i>Implement Mitigation Measure 4.8-1.</i>	LTS
N/A	N/A	N/A	4.8-9: The proposed projects could contribute to cumulative dewatering activities that could interfere with remediation of the existing South Plume and Lagoon Plume.	4.8-9: Projects in areas that overlie the existing South Plume and Lagoon Plume and require dewatering, depending on the rate and length of time, could interfere with on-going remediation efforts by pulling the contamination farther to the north or south and/or closer to the ground surface, resulting in a significant cumulative impact. The potential for the development of the RSPU to expose people to existing groundwater contamination during dewatering activities was not previously discussed in the 2007 RSP EIR.	4.8-9 (RSPU, West Jibboom only, SO) <i>Implement Mitigation Measure 4.8-1.</i>	LTS
6.6 Hydrology and Water Quality			4.9 Hydrology and Water Quality			
6.6-1: Construction of the proposed project could degrade the quality of receiving water bodies.	None Required	LTS	4.9-1: The proposed projects could degrade water quality during construction.	4.9-1: Compliance with existing regulatory framework that addresses construction impacts on water quality from the proposed projects would result in less than significant impacts. This impact would be the same as 2007 RSP EIR Impact 6.6-1.	None Required	LTS
6.6-2: Operation of the proposed project would generate new sources of polluted runoff that could violate water quality standards or waste discharge requirements for receiving waters.	6.6-2 <i>Limit discharges to the Sacramento River and ensure proposed cistern meets water quality standards. Incorporate BMPs.</i>	LTS	4.9-2: Operation of the proposed projects could generate new sources of polluted runoff.	4.9-2: Compliance with existing regulatory framework that addresses operational impacts on water quality from development pursuant to the proposed projects would result in less than significant impacts. The magnitude of this impact would similar to Impact 6.6-2 in the 2007 RSP EIR, because a similar area would be disturbed, and compliance with federal, State and local regulations would protect water quality. The impact would be less severe because the cistern is no longer proposed.	None Required Mitigation Measure 6.6-2 from the 2007 RSP EIR is no longer required.	LTS
6.6-3: Implementation of the proposed project could adversely affect groundwater quality, the rate and direction of groundwater flow, or interfere with groundwater recharge.	None Required	LTS	4.9-4: The proposed projects could adversely affect groundwater supplies, groundwater quality and/or interfere with groundwater recharge.	4.9-4: Impacts for the proposed projects would be less than significant as they would be required to implement regulatory measures to prevent degradation of groundwater quality during construction. Further, the proposed projects would not withdraw groundwater for water supply, and would not affect groundwater recharge, so this impact would be less than significant . This impact would be the same as 2007 RSP EIR Impact 6.6-3.	None Required	LTS
6.6-4: The proposed project could expose people or structures to an increased risk from flooding.	None Required	LTS	4.9-3: The proposed projects could expose people or property to an increased risk of flood hazards.	4.9-3: While the RSP Area is within an area protected from the 200-year flood, the proposed interim drainage system would not be designed with sufficient capacity to prevent localized flooding to the proposed RSPU, RSPU Land Use Variant, KPMC, and MLS Stadium, so the impacts would be significant . The magnitude of this impact is more than that described in Impact 6.6-4 in the 2007 RSP EIR, because of the potential for localized flooding prior to construction of the stormwater outfall.	None Required	LTS

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TABLE S-4 (Continued)
COMPARISON TO 2007 RAILYARDS SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT

2007 RSP EIR Impact	2007 RSP EIR Mitigation Summary	Significance After 2007 RSP EIR Mitigation	2016 RSPU SEIR Impact	2016 RSPU SEIR Conclusions	2016 RSPU SEIR Mitigation Number	Significance After 2016 RSPU SEIR Mitigation
6.6 Hydrology and Water Quality (cont.)			4.9 Hydrology and Water Quality (cont.)			
6.6-5: Stormwater and operational runoff from the project would contribute to cumulative increases in discharge of urban pollutants to the Sacramento River, which could affect water quality.	6.6-5 <i>Implement Mitigation Measure 6.6-2</i>	LTS	4.9-5: The proposed projects would contribute to the cumulative degradation of water quality.	4.9-5: As discussed under Impact 4.9-1 above, through compliance with applicable regulations and plans, the proposed projects would reduce project generation of water pollutants to the maximum extent practicable consistent with the goal of the SWRCB and CVRWQCB water quality criteria and stormwater regulations through the use of structural and non-structural BMPs. Therefore, the proposed projects' contribution to the significant cumulative impact would be less than considerable, and this impact would be less than significant . The impact is changed from the 2007 RSP EIR because the determination for Impact 6.6-5 was based on development of the cistern, which is no longer proposed.	None Required Mitigation Measure 6.6-5 from the 2007 RSP EIR is no longer required.	LTS
6.6-6: The proposed project would contribute to cumulative increases in discharges of groundwater from dewatering during construction or operation to the CSS or separate drainage system, and adversely affect water quality.	None Required	LTS	4.9-7: The proposed projects could contribute to cumulative impact on groundwater supplies, quality, and recharge.	4.9-7: Development within the RSP Area would be required to meet the water quality regulations listed in Impact 4.9-5 to prevent degradation of groundwater quality during construction dewatering, would not withdraw groundwater for supply and would not affect recharge. Therefore, the RSPU would have a less-than-considerable contribution and the impact would be less than significant , similar to 2007 RSP EIR	None Required	LTS
6.6-7: The proposed project would contribute to cumulative increases in the number of people and structures that could be exposed to flood hazards.	None Required	LTS	4.9-6: The proposed projects could contribute to cumulative increases in the risk of flooding.	4.9-6: Development projects would not be approved unless flood risk is consistent with plans that are aimed to provide a 200-year flood protection standard for the entire city (Policy EC 2.1.11) and would be consistent with on-going planning associated with the CVFPB. Therefore, the project would have a less-than-considerable contribution and this impact would be less than significant .	None Required	
6.8 Noise and Vibration			4.10 Noise and Vibration			
6.8-1: Construction of projects under the proposed Specific Plan could temporarily produce loud noise.	6.8-1 (a) – (e) <i>Construction noise minimization measures</i>	SU	4.10-1: Construction of the proposed projects could generate noise that would conflict with City standards.	4.10-1: Construction of the proposed Stormwater Outfall would require the use of an impact pile driver during cofferdam construction. However, the noise generated by the impact pile driver would be infrequent and would not likely be audible at the nearest sensitive receptors due to existing traffic noise in the area from I 5. Mitigation is not recommended for this less-than-significant impact. The construction activities associated with the proposed RSPU, RSPU Land Use Variant, KPMC, and MLS Stadium would likely require the use of impact pile drivers during building construction. Impact pile driving would be temporary and intermittent. Since construction activities could occur outside of the City of Sacramento's construction exempt hours, construction noise levels could result in an annoyance at nearby existing offsite and future onsite sensitive land uses. This would result in a short-term potentially significant impact.	4.10-1 (RSPU, KPMC, MLS) <i>Construction noise minimization measures</i> This measure is the same as Mitigation Measure 6.8-1 of the 2007 RSP EIR.	SU
6.8-2: The proposed Specific Plan could permanently expose sensitive receptors to traffic and rail noise levels on an ongoing basis.	None Required	LTS	4.10-2: Operations of the proposed projects could result in a substantial permanent increase in ambient exterior noise levels in the project vicinity.	4.10-2: Future traffic increases associated with the development of the proposed RSPU, RSPU Land Use Variant, and KPMC would result in noise increases along roadway segments in the vicinity of these proposed projects that would expose nearby sensitive receptors to substantial noise increases over baseline conditions. Future development of both the RSPU and RSPU Land Use Variant would place residential units within 190 feet of the UPRR rail line. From this distance, these residential units could be exposed to exterior noise levels that would exceed the City of Sacramento exterior noise standard. The positions of HVAC units and loading docks with the proposed projects, with the exception of the proposed Stormwater Outfall, would expose future residences to mechanical and truck idling noise levels that would exceed the City of Sacramento stationary noise standards. Lastly, the amplified sound and game noise generated at the proposed MLS Stadium during major events could expose existing and future sensitive receptors in the vicinity of the Stadium to noise levels that would exceed the City of Sacramento day and nighttime exterior noise standard for speech and music. This would result in a significant impact. This impact is increased from the anticipated noise generated by the 2007 RSP, due to addition of high-noise-generating uses such as the KPMC and MLS Stadium.	4.10-2(a) (RSPU, KPMC, MLS) <i>Noise minimization measures for stationary equipment, and anticipated noise generating uses.</i> 4.10-2(b) (MLS) <i>Event-specific noise requirement for MLS Stadium uses and speakers at temporary plaza locations.</i> Mitigation Measure 4.10-2 is similar to those discussed in Mitigation Measure 6.8-3 of the 2007 RSP EIR. Mitigation Measure 4.10-2(b) is a new mitigation measure, specific to event noise from the proposed MLS Stadium.	SU
6.8-2: <i>See Above</i>	6.8-2: <i>See Above</i>	LTS	4.10-3: The proposed projects could result in residential interior noise levels of 45 dBA Ldn or greater caused by noise level increases due to project operation.	4.10-3: future (new) residential units within the proposed project sites would be required to meet the latest Title 24 of the California Code of Regulations, which requires an interior noise standard of 45 dBA Ldn in any habitable room and requires an acoustical analysis demonstrating how dwelling units have been designed to meet this interior standard. However, there could be older existing residential buildings (e.g., Creamery, Glove Mills and single- and Multi- family residences along D Street) near the MLS Stadium that would be exposed to event noise (i.e., amplified sound, game noise) that could result in interior noise levels exceeding 45 dBA Ldn. This would result in a significant impact.	4.10-3(a) (RSPU) <i>Guidelines for noise study requirement and preparation.</i> 4.10-3(b) (MLS) <i>Implement Mitigation Measure 4.10-3 to minimize noise from outdoor amplified sound systems.</i>	LTS

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TABLE S-4 (Continued)
COMPARISON TO 2007 RAILYARDS SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT

2007 RSP EIR Impact	2007 RSP EIR Mitigation Summary	Significance After 2007 RSP EIR Mitigation	2016 RSPU SEIR Impact	2016 RSPU SEIR Conclusions	2016 RSPU SEIR Mitigation Number	Significance After 2016 RSPU SEIR Mitigation
6.8 Noise and Vibration (cont.)			4.10 Noise and Vibration (cont.)			
6.8-3: The proposed Specific Plan could permanently expose sensitive receptors in the Specific Plan Area to noise produced by onsite stationary sources.	6.8-3 <i>Development requirement for equipment noise minimization</i>	LTS	4.10-2: <i>See Above</i>	4.10-2: <i>See Above</i>	4.10-2: <i>See Above</i>	SU
6.8-4: Construction of the Specific Plan could temporarily increase levels of groundborne vibration.	6.8-4 <i>Implement Mitigation Measure 6.8-1.</i>	SU	4.10-4: Construction of the proposed projects could expose existing and/or planned buildings, and persons within, to vibration that could disturb people and damage buildings.	4.10-4: Due to the close proximity of future sensitive land uses associated with the RSPU and RSPU Land Use Variant to the construction activity areas, vibration levels generated during impact pile driving could exceed the applied vibration thresholds for human annoyance and/or building damage at nearby future planned sensitive receptors and existing historic structures. This would result in a short-term potentially significant impact. The magnitude of this impact is the same as described in Impact 6.8-4 in the 2007 RSP EIR.	4.10-4(a) – (b) (RSPU, KPMC, MLS) <i>Vibration impact minimization measures.</i> This measure is similar to the measure discussed in Mitigation Measure 6.8-4 of the 2007 RSP EIR.	SU
6.8-5: Development of the Specific Plan could expose new receptors to vibration on an ongoing basis.	6.8-5 (a) – (d) Vibration impact minimization measures for the UPRR track relocation	LTS	4.10-5: The residential, non-residential, and mixed-use buildings constructed pursuant to the RSPU could be exposed to vibration levels due to existing rail operations and/or I 5 traffic.	4.10-5: There are proposed residential units in Blocks 35, 49 and 50 under the RSPU and RSPU Land Use Variant that could be placed within 113 feet of the UPRR rail line centerline. From this distance, these residential receptors could be exposed to vibration levels that would result in an annoyance. In addition, the proposed sensitive commercial buildings in Blocks 29, 27, 28 and 29 under the RSPU and the RSPU Land Use Variant could be exposed to vibration levels from freight train pass-by events along the UPRR rail line that would disrupt daily operations. As a result, the vibration levels at these residential and sensitive commercial buildings would be considered significant .	4.10-5 (RSPU) <i>(a) Stabilization measure for the Central Shops</i> <i>(b) Vibration analysis requirements</i> This measure is similar to Mitigation Measure 6.8-5 of the 2007 RSP EIR. Items (a) and (b) of Mitigation 6.8-5 of the 2007 RSP EIR are not included as they relate to construction vibration mitigation during track relocation, which has already been completed.	LTS
6.8-6: The proposed project would contribute to cumulative increases in traffic and rail noise levels.	None Available	SU	4.10-8: The proposed projects would contribute to cumulative increases in traffic and rail noise levels.	4.10-8: The proposed projects in conjunction with cumulative and cumulative plus project would result in daily Ldn noise exposure that would not exceed the allowable noise incremental increases detailed in Table 4.10-9 at residential uses along any of the roadway segments analyzed. Therefore, the proposed projects would result in less than significant contribution to the daily Ldn impacts at existing and planned residential uses.	None Required	LTS
N/A	N/A	N/A	4.10-6: The proposed projects would result in exposure of people to cumulative increases in construction noise levels.	4.10-6: The 2007 RSP EIR considered construction noise as being only temporary and would not contribute to the permanent noise environment. However, since the publication of the 2007 RSP EIR, there have been numerous projects near the proposed project areas that are currently in the design phase, which could be constructed at the same time as the proposed projects. If project-related activities were to coincide with another development, such as the I Street Bridge Replacement project, the combined effect could result in the exposure of on- and off-site noise-sensitive land uses to higher noise levels than what was predicted under the proposed project. Although considerable uncertainty exists regarding the construction schedules for the proposed projects as well as cumulative projects, construction noise associated with those projects in combination with the proposed projects would be considered a temporary significant cumulative impact and the contribution of the proposed projects would be cumulatively considerable. This impact is not analyzed in the 2007 RSP EIR.	4.10-6 (RSPU, KPMC, MLS) <i>Implement Mitigation Measure 4.10-1</i>	LTS
N/A	N/A	N/A	4.10-7: The proposed projects would contribute to cumulative construction that could expose existing and/or planned buildings, and persons within, to significant vibration.	4.10-7: As previously discussed under Impact 4.10-2, the construction activities within the proposed projects may require the use of impact pile drivers during foundation pile installation. Due to the close proximity of existing and future sensitive receptors to the onsite construction activity areas, vibration levels generated during impact pile driving would exceed the applied vibration threshold for human annoyance and building damage at nearby future planned sensitive receptor's and historic structures. If project-related activities were to coincide with another development in close physical proximity (within approximately 150 feet), the combined effect could result in the exposure of sensitive land uses or historic structures to higher vibration levels than what was predicted for the proposed projects. Although considerable uncertainty exists regarding the construction schedules for the proposed projects as well as cumulative projects, construction vibration associated with cumulative projects in combination with the proposed projects would be considered a temporary significant cumulative impact and the proposed project's contribution would be cumulatively considerable. This impact is not analyzed in the 2007 RSP EIR.	4.10-7 (RSPU, KPMC, MLS) <i>Implement Mitigation Measure 4.10-4</i>	SU
N/A	N/A	N/A	4.10-9: Implementation of the proposed projects would contribute to cumulative increases in residential interior noise levels of 45 dBA Ldn or greater.	4.10-9: Exterior amplified sound systems at the MLS Stadium could result in potentially significant noise at future residences. Existing residential receptors in the Alkali Flat neighborhood, the Mansion Flats neighborhood, the Cannery Place Apartments in the Township 9 development, the Dos Rios public housing project, the Quinn Cottages, and numerous social service shelters in the River District would be exposed to interior noise levels less than 45 Ldn (assuming 20 dBA exterior-to-interior attenuation by the building structure). This impact is not analyzed in the 2007 RSP EIR.	4.10-9 (RSPU) <i>Implement Mitigation Measure 4.10-3(a).</i> 4.10-10 (RSPU, MLS) <i>Implement Mitigation Measure 4.10-3(b).</i>	LTS

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TABLE S-4 (Continued)
COMPARISON TO 2007 RAILYARDS SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT

2007 RSP EIR Impact	2007 RSP EIR Mitigation Summary	Significance After 2007 RSP EIR Mitigation	2016 RSPU SEIR Impact	2016 RSPU SEIR Conclusions	2016 RSPU SEIR Mitigation Number	Significance After 2016 RSPU SEIR Mitigation
6.9 Parks and Open Space & 6.10 Public Services			4.11 Public Services			
6.10-1: The proposed project would increase demand for law enforcement services.	None Required	LTS	4.11-1: The proposed projects would increase demand for police protection services within the City of Sacramento.	4.11-1: The RSPU and land use variant would generate demand for additional police protection services due to the increases in population resulting from RSPU housing development. Compared to the 2007 RSP, Sacramento PD would need to add only 50 to 80 percent as many additional staff to serve the RSPU or land use variant. Since the 2007 RSP EIR was certified, the Richards Police Facility has been built 0.5 miles to the north of the RSP Area, and could provide services to proposed projects. Thus, no new police facilities would need to be built. Nonetheless, the RSPU provides for a police substation within the RSP Area, further improving the availability of police services. The KP Medical Center and MLS Stadium would also require police services, but would provide additional security staff and facilities. In addition, the proposed projects' residences and businesses, including the KP Medical Center and MLS Stadium, would pay the appropriate taxes and fees to finance the City's General Fund and thereby fund Sacramento PD. For these reasons, this impact would be less than significant, similar to the 2007 RSP.	None Required	LTS
6.10-2: The proposed project would contribute to the cumulative increased demand for police protection services within the Central City.	None Required	LTS	4.11-2: The proposed projects would contribute to the cumulative increased demand for police protection services within the Central City.	4.11-2: All new facilities and staff would be part of the City-wide Master Plan and would be funded through the City's General Fund. The RSPU provides for a substation, and the proposed projects would pay applicable taxes and fees. Therefore, the proposed projects would offset their demand for additional police and facilities. Consequently, the proposed projects' contribution to cumulative demand for police services would not be considerable, and this would be a less-than-significant cumulative impact.	None Required	LTS
6.10-3: The proposed project would increase demand for fire protection services.	None Required	LTS	4.11-3: The proposed projects would increase the demand for fire protection services.	4.11-3: The proposed projects would yield approximately 12,600 to 21,000 residents, along with non-residential uses, and therefore increase demand for fire protection services. As a result, an increase in fire staff, equipment, and vehicles would be required to service the RSP Area in both scenarios. While the 2007 RSP EIR stated that fire protection impacts would be resolved through the addition of a new onsite station, the 2007 RSP EIR used the assumption of 1 station per 20,000 residents. The RSPU also provides for a new fire station in the RSP Area. This SEIR bases its analysis of the ability of the SFD to provide fire protection services to the proposed project on the number of calls received by each station. Although Station 2 currently receives a call volume of 3,809 calls, 309 calls above its capacity, Stations 14, 2, 1, and 5 could collectively accommodate a total of 2,461 additional calls. The new fire station would also provide additional capacity to respond to calls. Therefore, as with the 2007 RSP, this impact would be less than significant.	None Required	LTS
6.10-4: Development of the proposed project could contribute to cumulative increases in demand for fire protection services within the Central City.	None Required	LTS	4.11-4: The proposed projects would contribute to cumulative increases in demand for fire protection services within the Central City.	4.11-4: Because the RSPU provides for an additional fire station, and project-related development would pay taxes and fees that could be used to provide fire protection and emergency services, the proposed projects' contribution to the cumulative impact would not be considerable and the cumulative impact would be less than significant.	None Required	LTS
6.10-5: The proposed project would generate solid waste, which could result in the need for new landfills or the expansion of existing facilities.	None Required	LTS	4.13-9: The proposed projects would generate additional solid waste.	4.13-9: The proposed projects would generate more solid waste than estimated for the 2007 RSP EIR. However, since 2007, recycling requirements are more stringent, and two of the proposed projects the KP Medical Center and the MLS Stadium, would comply with LEED standards, further reducing the amount of waste needing to be landfilled. The existing landfills have capacity to accept the waste generated by the proposed projects, so this impact would be less than significant. The impact would be more severe than the 2007 RSP because more waste would be generated.	None Required	LTS
6.10-6: The proposed project would contribute to cumulative increases in solid waste, which could result in the construction of new landfills or the expansion of existing facilities.	None Required	LTS	4.13-10: The proposed projects would contribute to cumulative increases in solid waste.	4.13-10: The 2035 General Plan Master EIR concludes that existing landfills will be able to accommodate the increase in waste, so this cumulative impact is less than significant. The 2035 General Plan assumed development of the Railyards, so this figure would include most of the waste generated by the proposed projects. Available landfill capacity would be sufficient to accommodate these increases, including the additional waste from the proposed project. Therefore the project contribution would not be considerable, and the cumulative impact would be less than significant.	None Required	LTS
6.10-7: The proposed project would generate additional elementary school students in the Sacramento City Unified School District.	None Required	LTS	4.11-5: The proposed projects would generate additional students in Sacramento City Unified School District and Twin Rivers Unified School District.	4.11-5: The RSPU and land use variant would yield between approximately 1,875 and 2,600 students, which would need to be accommodated at SCUSD schools, and, in the case of the land use variant, TRUSD schools. Existing elementary schools could not accommodate all of the new students under existing conditions, even if a school is built within the RSP Area. As a result, additional school facilities and equipment would be required to serve both scenarios. Pursuant to SB 50, project developers would be required to pay applicable school impact fees. SCUSD and TRUSD have the ability to incorporate additional capacity at existing schools (through, for example, portables) and to build new schools over time, if needed to serve increased enrollment. Further, an elementary school could be constructed within the RSP Area. All environmental impacts associated with the construction and operation of this new school are addressed in this SEIR. The State legislature has deemed impacts on schools less than significant with payment of school developer fees. Therefore, the impact on schools would be less than significant for both the RSPU and the land use variant. The 2007 RSP EIR identified a similar impact, although the 2007 RSP would generate more students if current generation rates are used.	None Required	LTS

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TABLE S-4 (Continued)
COMPARISON TO 2007 RAILYARDS SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT

2007 RSP EIR Impact	2007 RSP EIR Mitigation Summary	Significance After 2007 RSP EIR Mitigation	2016 RSPU SEIR Impact	2016 RSPU SEIR Conclusions	2016 RSPU SEIR Mitigation Number	Significance After 2016 RSPU SEIR Mitigation
6.9 Parks and Open Space & 6.10 Public Services (cont.)			4.11 Public Services (cont.)			
6.10-8: The proposed project would generate additional middle school students in the Sacramento City Unified School District.	None Required	LTS	4.11-5: <i>See Above</i>	4.11-5: <i>See Above</i>	4.11-5: <i>See Above</i>	LTS
6.10-9: The proposed project would generate additional high school students in the Sacramento City Unified School District.	None Required	LTS	4.11-5: <i>See Above</i>	4.11-5: <i>See Above</i>	4.11-5: <i>See Above</i>	LTS
6.10-10: The proposed project could result in a school within 1,500 feet of a railroad track.	6.10-10 <i>Safety study requirements for Sacramento Unified School District</i>	LTS	4.11-6: The proposed projects could result in a school located in proximity to existing hazards, specifically railroad tracks.	4.11-6: The RSPU and land use variant would have the same impacts related to the location of schools near railroad tracks and/or a natural gas line as the 2007 RSP, because these features were present in 2007 and the potential school site was the same, although the 2007 RSP EIR did not disclose the presence of the gas line. The impact would be reduced to a less-than-significant level with implementation of Mitigation Measure 4.11-6 for both the RSPU and the land use variant. The KP Medical Center, MLS Stadium and Stormwater Outfall would have no impact related to school location because these projects would not include a school, nor generate new students.	4.11-6 (RSPU) <i>Safety study requirements for Sacramento Unified School District</i> This measure is identical to Mitigation Measure 6.10-10 of the 2007 RSP EIR.	LTS
6.10-11: The proposed project would contribute to cumulative increases in the number of students in the Sacramento City Unified School District.	None Required	LTS	4.11-7: The proposed projects would contribute to the cumulative increases in student enrollment in the Sacramento City Unified School District and the Twin Rivers Unified School District.	4.11-7: In accordance with SB 50, project applicants across both school districts, including the developers of the RSPU, must pay school impact fees established to offset potential impacts on school facilities. The payment of these fees is recognized by the State as full and complete mitigation for impacts on schools. All new development within the RSP Area would be required to pay these fees. Therefore, the cumulative impact is considered less than significant.	None Required	LTS
6.10-12: The proposed project would contribute to cumulative increases in the number of middle school students in the Sacramento City Unified School District.	None Required	LTS	4.11-7: <i>See Above</i>	4.11-7: <i>See Above</i>	4.11-7: <i>See Above</i>	LTS
6.10-13: The proposed project would contribute to cumulative increases in combination with other projects in the Central City would in the number of high school students in the Sacramento City Unified School District.	None Required	LTS	4.11-7: <i>See Above</i>	4.11-7: <i>See Above</i>	4.11-7: <i>See Above</i>	LTS
6.10-14: The proposed project would result in an increased demand for library services.	None Required	LTS	4.11-10: The proposed projects could result in an increased demand for library services.	4.11-10: The RSPU and land use variant would yield approximately 12,600 to 14,000 residents, which would increase demand for library services. This population was anticipated in the 2007 SPL FMP, so no new libraries would need to be built. The impact on libraries would be less than the impact evaluated in the 2007 RSP EIR because the population would be lower. In addition, for both scenarios, development would pay the appropriate taxes and fees to finance the existing library system and support any additional service needs. Therefore, this impact would be less than significant. Because they would not generate a residential population, the KP Medical Center, MLS Stadium and Stormwater Outfall would have no impact on library services.	None Required	LTS
6.10-15: The proposed project would contribute to cumulative increases for library services.	None Required	LTS	4.11-11: The proposed projects would contribute to the cumulative increase in demand for library services in the City of Sacramento.	4.11-11: As discussed in Impact 4.11-10, the City has a FMP that identifies library facility improvements needed through 2025. In 2013, the FMP was updated to reflect changes since it had been adopted. Growth in the City would increase demand for library services, which would be addressed through updates to the FMP. The FMP anticipates a variety of service ratios for the numerous libraries in Sacramento by 2025, with a total 2025 service ratio for the City of 0.69 sf per capita, which, as a whole, is greater than the prime level of 0.60. The proposed projects would generate fewer residents than anticipated in the FMP, and would pay City taxes and fees that could be used for libraries, so the project contribution would not reduce this ratio. Therefore, this cumulative impact would be less than significant.	None Required	LTS

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TABLE S-4 (Continued)
COMPARISON TO 2007 RAILYARDS SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT

2007 RSP EIR Impact	2007 RSP EIR Mitigation Summary	Significance After 2007 RSP EIR Mitigation	2016 RSPU SEIR Impact	2016 RSPU SEIR Conclusions	2016 RSPU SEIR Mitigation Number	Significance After 2016 RSPU SEIR Mitigation
6.9 Parks and Open Space & 6.10 Public Services (cont.)			4.11 Public Services (cont.)			
6.9-1: The proposed Specific Plan would increase demand for parks and recreation facilities.	6.9-1 <i>Parkland Dedication Requirements</i>	LTS	4.11-8: The proposed projects would increase the demand for parks and recreational facilities.	4.11-8: The RSPU and land use variant would provide approximately 30 acres of parks and open space but this would not meet demand for parks using City standards. This would be a significant impact. The KP Medical Center, MLS Stadium and Stormwater Outfall would have no impact on parks, because they would not have resident populations. The impact of the RSPU and land use variant would be similar to, but slightly more severe, than the 2007 RSP, which provided for 41 acres of parks and open space.	4.11-8 (RSPU) <i>Parkland Dedication Requirements</i>	LTS
6.9-2: The proposed Specific Plan would increase demand for and use of the bicycle path network.	6.9-2 <i>Maintain access to bicycle trail at the western boundary of the RSP Area during construction</i>	LTS	4.12-5: The proposed projects could adversely affect existing or planned bicycle facilities or fail to provide for access by bicycle.	4.12-5: The proposed RSPU, RSPU Land Use Variant, and KP Medical Center would not cause any adverse impacts to existing bicycle facilities and would not fail to provide access by bicycle. The MLS Stadium would attract a large number of bicyclists for MLS soccer matches. Since accommodation of those travelers is not shown on the site plan or defined in the project description, this is considered a significant impact.	4.12-5 (MLS Stadium) <i>Provide short-term bicycle parking spaces that meet project demand.</i>	LTS
6.9-3: The proposed Specific Plan would contribute to cumulative increases in the demand for additional parkland in the Central City.	6.9-3 <i>Implement Mitigation Measure 6.9-1</i>	LTS	4.11-9: The proposed projects would contribute to cumulative increases in demand on City parks and recreational facilities.	4.11-9: As proposed, the RSPU does not provide parks and recreational facilities adequate to meet City standards. This shortfall could make it more difficult for the City to meet its goals and policies regarding parks and recreation. Therefore, the project contribution to cumulative increases in parks demand is considerable, and the cumulative impact is significant .	4.11-9 (RSPU) <i>Implement Mitigation Measure 4.11-8.</i>	LTS
6.12 Transportation			4.12 Transportation			
6.12-1: The Initial Phase would increase traffic volumes at study area intersections and cause the level of service to deteriorate.	6.12-1(a) – (r) Impact minimization measures and fee requirements.	SU	4.12-1: The proposed projects could worsen conditions at intersections in the City of Sacramento.	4.12-1: The proposed KP Medical Center and MLS Stadium would construct only site frontage improvements. Their land uses and travel characteristics would result in extensive queuing and deteriorated intersection operations within the RSP Area. These impacts are considered significant. Through payment of the I-5 SCMP, the KP Medical Center would mitigate impacts to the state highway system. Other mitigation options for the KP Medical Center include roadway system upgrades within the RSP Area that would substantially improve otherwise highly congested travel corridors. Further, mitigation calls for the project to develop and implement a TDM program. Therefore, with implementation of required mitigation measures, this impact is less than significant after mitigation. The Event TMP describes recommended vehicle routing, traffic management, pedestrian linkages, transit accommodation, and parking necessary to accommodate a sold-out 25,000-person MLS soccer match. As the data in Table 4.12-60 shows, implementation of the Event TMP would improve operations from LOS E or F at several intersections surrounding the stadium to LOS D or better. Other mitigations for the MLS Stadium include roadway extensions, intersection widenings, and enhancements to bicycle and pedestrian facilities (as is described later). Therefore, with implementation of required mitigation measures, this impact is less than significant after mitigation.	4.12-1(a) (RSPU) <i>i. Measure requiring the preparation and implementation of an Event Transportation Management Plan (TMP).</i> <i>ii. I-5 Subregional Corridor Mitigation Program fee requirement.</i> <i>iii. Convert existing Dos Rios St. leg at 12th St./N. B St. intersection to a right-turn only intersection that does not operate as part of the signal.</i> 4.12-1(b) (KPMC) <i>i. Implement Mitigation Measure 4.12-1(a)(ii)</i> <i>ii. Implement TDM Program</i> <i>iii – v. Implement proposed roadway improvements.</i> 4.12-1(c) (MLS) <i>i. Implement Mitigation measure 4.12-1(a)(i)</i> <i>ii. Implement Mitigation Measure 4.12-1(a)(iii)</i> <i>iii. Implement TDM.</i> <i>iv. Implement proposed roadway improvements.</i> <i>Mitigation 6.12-1(a through h, l through o, q, and r) are no longer necessary or no longer applicable. Mitigation 6.12-1(i, j, and k) are no longer feasible; and Mitigation 6.12-1(p) was found to no longer provide an improvement.</i>	LTS
6.12-2: The Initial Phase would add traffic to the study roadway segments that result in substandard levels of service.	None Available	SU	4.12-1: See Above	4.12-1: See Above	4.12-1: See Above	LTS

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TABLE S-4 (Continued)
COMPARISON TO 2007 RAILYARDS SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT

2007 RSP EIR Impact	2007 RSP EIR Mitigation Summary	Significance After 2007 RSP EIR Mitigation	2016 RSPU SEIR Impact	2016 RSPU SEIR Conclusions	2016 RSPU SEIR Mitigation Number	Significance After 2016 RSPU SEIR Mitigation
6.12 Transportation (cont.)			4.12 Transportation (cont.)			
6.12-3: The Initial Phase would add traffic to the study freeway mainline segments and cause the level of service to degrade below LOS E.	None Available	SU	4.12-2: The proposed projects could worsen conditions on freeway facilities maintained by Caltrans.	4.12-2: Similar to the 2007 RSP EIR, the proposed RSPU would cause some freeway facilities maintained by Caltrans to have degraded operating conditions. Through payment of the I-5 SCMP, the RSPU, Land Use Variant, and KP Medical Center would fully mitigate their impacts to the state highway system. Therefore, this impact is less than significant after mitigation.	4.12-2 (RSPU, KPMC) <i>Implement Mitigation Measure 4.12-1(a) (ii).</i>	LTS
6.12-4: The Initial Phase would add traffic to the study freeway interchanges and cause the level of service to degrade below those of the freeway mainline.	None Available	SU	4.12-2: See Above	4.12-2: See Above Impact 6.12-4 of the 2007 RSP EIR identified additional significant impacts of the initial phase of the 2007 RSP on freeway facilities. However, the analysis of freeway facilities has evolved since that time such that the methodology utilized in Impact 6.12-4 is no longer applicable.	4.12-2: See Above	LTS
6.12-5: The Initial Phase would add traffic to the study freeway off-ramps and cause freeway off-ramp queues to exceed the available storage capacity.	None Available	SU	4.12-3: The proposed projects could worsen vehicle queuing at off-ramps on I-5.	4.12-3: Impact 6.12-5 of the 2007 RSP EIR found that the initial phase of the 2007 RSP could result in vehicle queue spillbacks at the northbound I-5 off-ramp at J Street that extend onto the mainline. Similar to the 2007 RSP EIR, the proposed RSPU would cause vehicular queues at off-ramps along I-5 to queue back onto the freeway mainline. These queuing impacts are considered significant. The KP Medical Center would cause significant queue spillback on the I-5 freeway off-ramps at Richards Blvd, which would be considered significant. The MLS Stadium would cause additional queuing at various off-ramps on I-5 during the Pre-event peak hour. However, queues would not extend back onto the freeway mainline. Therefore, impacts associated with freeway off-ramp queuing during an MLS Stadium event would be considered less than significant as a project-specific impact, but would be considered cumulatively significant. Payment of I-5 SCMP would mitigate impacts to I-5/Richards Blvd. for all projects, to the short term impact would be significant and unavoidable and the impact after interchange reconstruction would be less than significant. Impacts to the I-5 NB off-ramp at J Street cannot be reduced to a less than significant level by the I-5 SCMP and would therefore be significant and unavoidable.	4.12-3 (RSPU, KPMC, MLS) <i>Implement Mitigation Measure 4.12-1(a) (ii)</i>	SU
6.12-6: The Initial Phase would increase demand on the public transit system.	6.12-6 <i>Public transit funding and coordination requirements</i>	LTS	4.12-4: The proposed projects could adversely affect public transit operations or fail to adequately provide access to transit.	4.12-4: Impact 6.12-6 of the 2007 RSP EIR found that the initial phase of the 2007 RSP could result in a demand for public transit that exceeds the available supply. The proposed RSPU, KP Medical Center, and MLS Stadium would not cause any substantial adverse impacts to transit operations or access to transit. Mitigation Measure 6.12-6 of the 2007 RSP EIR called for the 2007 RSP to pay a fair share toward transit construction and operating expenses, and dedicate right-of-way within the RSP Area to enable RT to ultimately construct the light rail extension to Sacramento International Airport. Due to changes in how transit impacts are judged (and given Regional Transit's acknowledgement that they would work with the various RSPU components to ensure that transit service is provided when needed), impacts on transit ridership (i.e., enough space on trains to accommodate passengers) are not considered significant effects. However, effects on transit operations and access to transit (i.e., platform size, ability to walk to station, etc.) are considered effects that could be potentially significant.	None required	LTS
6.12-7: The Initial Phase may interfere with the implementation of proposed bikeways.	6.12-7 <i>Measures for the inclusion of bicycle facilities in design and entitlements.</i>	LTS	4.12-5: The proposed projects could adversely affect existing or planned bicycle facilities or fail to provide for access by bicycle.	4.12-5: Impact 6.12-7 of the 2007 RSP EIR found that the initial phase of the 2007 RSP could result in a significant impact on bicycle facilities because it was not consistent with the City's Bikeway Master Plan and design standards. Mitigation Measure 6.12-7 of the 2007 RSP EIR called for the 2007 RSP to ensure that bicycle facilities connect to the existing/planned City network and that the on-site bicycle facilities meet the intent of the City's Bikeway Master Plan and design standards. The proposed RSPU, KP Medical Center, and MLS Stadium would not cause any adverse impacts to existing bicycle facilities and would not fail to provide access by bicycle. The RSPU would provide a series of Class I, II, III, and IV facilities throughout the RSP Area that would connect with existing/planned bicycle facilities to the west, east, north, and south. This impact is considered less than significant.	None required	LTS
6.12-8: The Initial Phase would increase the number of pedestrians on the roadway system and some proposed project design elements could result in unsafe conditions for pedestrians.	6.12-8 <i>Frontage improvement requirements</i>	LTS	4.12-6: The proposed projects could adversely affect existing or planned pedestrian facilities or fail to provide for access for pedestrians.	4.12-6: Impact 6.12-8 of the 2007 RSP EIR found that the initial phase of the 2007 RSP could result in unsafe conditions for pedestrians due to the lack of detail with regard to provision of pedestrian facilities. The proposed RSPU and KP Medical Center would not cause any adverse impacts to existing pedestrian facilities and would not fail to provide access for pedestrians. Soccer matches at the MLS Stadium would result in many of the roadways within the RSP Area experiencing substantial levels of pedestrian activity prior to and after MLS matches. Therefore, the MLS stadium could adversely affect existing pedestrian facilities and fail to provide adequate access to the stadium for pedestrians. This is considered a significant impact. The implementation of the Event Transportation Management Plan to the satisfaction of the City Police Department and the City Traffic Engineer, would result in use of a variety of pedestrian management tools, that could include providing additional parking spaces within the RSPU to reduce pedestrian flows from the area north of North B Street, wider sidewalks, shuttles, special-event light rail trains, reduced parking supplies, and extended pedestrian walk phases would be improved pedestrian LOS at these facilities.	4.12-6 (MLS) <i>Implement Mitigation Measure 4.12-1(a) (i).</i>	LTS

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TABLE S-4 (Continued)
COMPARISON TO 2007 RAILYARDS SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT

2007 RSP EIR Impact	2007 RSP EIR Mitigation Summary	Significance After 2007 RSP EIR Mitigation	2016 RSPU SEIR Impact	2016 RSPU SEIR Conclusions	2016 RSPU SEIR Mitigation Number	Significance After 2016 RSPU SEIR Mitigation
6.12 Transportation (cont.)			4.12 Transportation (cont.)			
6.12-9: The Initial Phase of the Railyards Specific Plan could result in inadequate vehicle parking and bicycle parking capacity.	6.12-9 <i>Measures for parking requirements and improvements.</i>	LTS	4.12-5: See Above	4.12-5: See Above	4.12-5: See Above	LTS
6.12-10: The Initial Phase would increase traffic volumes at study area intersections and cause the level of service to deteriorate.	6.12-10 (a) – (v) <i>Mitigation measures to minimize queuing impacts at study intersections.</i>	SU	4.12-1: See Above	4.12-1: See Above	4.12-1: See Above	LTS
6.12-11: The Initial Phase would add traffic to the study roadway segments that result in substandard levels of service.	None Available	SU	4.12-1: See Above	4.12-1: See Above	4.12-1: See Above	LTS
6.12-12: The Initial Phase would add traffic to the study freeway mainline segments and cause the level of service to degrade below LOS E.	None Required	SU	4.12-2: See Above	4.12-2: See Above	4.12-2: See Above	LTS
6.12-13: The Initial Phase would add traffic to the study freeway interchanges and cause the level of service to degrade below those of the freeway mainline.	None Required	SU	4.12-2: See Above	4.12-2: See Above	4.12-2: See Above	LTS
6.12-14: The Initial Phase would add traffic to the study freeway off-ramps and cause freeway off-ramp queues to exceed the available storage capacity.	None Required	SU	4.12-3: See Above	4.12-3: See Above	4.12-3: See Above	SU
6.12-15: The Initial Phase would increase demand on the public transit system.	6.12-15 <i>Implement Mitigation Measure 6.12-6</i>	LTS	4.12-4: See Above	4.12-4: See Above	4.12-4: See Above	LTS
6.12-16: The Initial Phase would increase traffic volumes at study area intersections and cause the level of service to deteriorate.	6.12-16 (a) – (cc) <i>Impact minimization measures and fee requirements for study intersections.</i>	SU	4.12-1: See Above	4.12-1: See Above	4.12-1: See Above	LTS
6.12-17: The Initial Phase would add traffic to the study roadway segments that result in substandard levels of service.	None Available	SU	4.12-1: See Above	4.12-1: See Above	4.12-1: See Above	LTS
6.12-18: The Initial Phase would add traffic to the study freeway mainline segments and cause the level of service to degrade below LOS E.	None Required	SU	4.12-2: See Above	4.12-2: See Above	4.12-2: See Above	LTS

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TABLE S-4 (Continued)
COMPARISON TO 2007 RAILYARDS SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT

2007 RSP EIR Impact	2007 RSP EIR Mitigation Summary	Significance After 2007 RSP EIR Mitigation	2016 RSPU SEIR Impact	2016 RSPU SEIR Conclusions	2016 RSPU SEIR Mitigation Number	Significance After 2016 RSPU SEIR Mitigation
6.12 Transportation (cont.)			4.12 Transportation (cont.)			
6.12-19: The Initial Phase would add traffic to the study freeway interchanges and cause the level of service to degrade below those of the freeway mainline.	None Required	SU	4.12-2: See Above	4.12-2: See Above	4.12-2: See Above	LTS
6.12-20: The Initial Phase would add traffic to the study freeway off-ramps and cause freeway off-ramp queues to exceed the available storage capacity.	None Required	SU	4.12-3: See Above	4.12-3: See Above	4.12-3: See Above	SU
6.12-21: The Initial Phase would increase demand on the public transit system.	6.12-21 <i>Implement Mitigation measure 6.12-6</i>	LTS	4.12-4: See Above	4.12-4: See Above	4.12-4: See Above	LTS
6.12-22: The Full Project would increase traffic volumes at study area intersections and cause the level of service to deteriorate.	6.12-22 (a) – (ff) <i>Impact minimization measures and fee requirements for study intersections.</i>	SU	4.12-8: The proposed projects could contribute to cumulatively unacceptable intersection operations in the City of Sacramento.	4.12-8: Although the roadway system within the RSP Area has been designed to function adequately under Baseline plus RSPU conditions, the combined effects of two new bridges and reducing a travel lane on 12 th Street between Richards Boulevard and downtown would be a substantial increase in traffic on RSP Area roadways. The effect of this added traffic is greater congestion, queuing, and delays. The KP Medical Center and MLS Stadium contribute to those conditions.	4.12-8(a) (RSPU) <i>Implement Mitigation Measure 4.12-1(a)(i)</i> <i>Implement Mitigation Measure 4.12-1(a)(ii).</i> 4.12-8(b) <i>Implement Mitigation Measure 4.12-1(a)(ii)</i> <i>Implement Mitigation Measure 4.12-1(b)(ii).</i> 4.12-8(c) (MLS) <i>Implement Mitigation Measure 4.12-1(a)(i).</i> <i>Implement Mitigation Measure 4.12-1(c)(iii).</i>	LTS
6.12-23: The Full Project would add traffic to the study roadway segments that result in substandard levels of service.	None Available	SU	4.12-8: See Above			
6.12-24: The Full Project would add traffic to the study freeway mainline segments and cause the level of service to degrade below LOS E.	None Available	SU	4.12-9: The proposed projects could worsen cumulative conditions on freeway facilities maintained by Caltrans.	4.12-9: The proposed RSPU and Land Use Variant would each cause significant impacts at five study freeway facilities. Impacts associated with the Land Use Variant would be more severe during the PM peak hour based on its greater trip generation. The KP Medical Center would contribute to those impacts as well. These impacts are considered significant. Although the MLS Stadium would worsen freeway operations during the Pre-event peak hour, operations would remain acceptable. Therefore, the MLS Stadium would not cause any significant freeway impacts. This impact is considered less than significant.	4.12-9 (RSPU, KPMC) <i>Implement Mitigation Measure 4.12-1(a)(ii).</i>	LTS
6.12-25: The Full Project would add traffic to the study freeway interchanges and cause the level of service to degrade below those of the freeway mainline.	None Available	SU	4.12-9: See Above			
6.12-26: The Full Project would add traffic to the study freeway off-ramps and cause freeway off-ramp queues to exceed the available storage capacity.	None Available	SU	4.12-10: The proposed projects could worsen vehicle queuing at off-ramps on I-5 under cumulative conditions.	4.12-10: The proposed RSPU and Land Use Variant would cause cumulatively significant queuing impacts at three freeway off-ramps on I-5. The KP Medical Center would also contribute to those queuing impacts. The MLS Stadium would cause additional queuing at the I-5 northbound off-ramp at J Street during the Pre-event peak hour that would exceed the available storage. These impacts are considered cumulatively significant. Impacts associated with queuing at the I-5/Richards Boulevard interchange off-ramp are considered less than significant after interchange reconstruction. None of the identified improvements within the I-5 SCMP would directly reduce queuing on the I-5 NB off-ramp at J Street. Since this impact occurs during AM and Pre-event peak hours, each of the proposed projects contributes to the creation of the impact. This impact is considered significant and unavoidable.	4.12-10 (RSPU, KPMC, MLS) <i>Implement Mitigation Measure 4.12-1(a)(ii).</i>	SU

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TABLE S-4 (Continued)
COMPARISON TO 2007 RAILYARDS SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT

2007 RSP EIR Impact	2007 RSP EIR Mitigation Summary	Significance After 2007 RSP EIR Mitigation	2016 RSPU SEIR Impact	2016 RSPU SEIR Conclusions	2016 RSPU SEIR Mitigation Number	Significance After 2016 RSPU SEIR Mitigation
6.12 Transportation (cont.)			4.12 Transportation (cont.)			
6.12-27: The Full Project would increase demand on the public transit system.	6.12-27 <i>Implement Mitigation Measure 6.12-6</i>	LTS	4.12-11: The proposed projects could adversely affect public transit operations or fail to adequately provide access to transit under cumulative conditions.	4.12-11: The proposed RSPU, Land Use Variant, KP Medical Center, and MLS Stadium would not cause any adverse impacts to transit operations or access to transit.	None Required	LTS
6.12-28: The Full Project may interfere with the implementation of proposed bikeways.	6.12-28 <i>Implement Mitigation Measure 6.12-7</i>	LTS	4.12-12: The proposed projects could adversely affect existing or planned bicycle facilities or fail to provide for access by bicycle under cumulative conditions.	4.12-12: The proposed RSPU, RSPU Land Use Variant, KP Medical Center, and MLS Stadium would not cause any adverse impacts to existing/planned bicycle facilities and would not fail to provide access by bicycle. The RSPU would provide a series of Class I, II, III, and IV facilities throughout the RSP Area that would connect with existing/planned bicycle facilities to the west, east, north, and south. This impact is considered less than significant.	None Required	LTS
6.12-29: The Full Project would increase the number of pedestrians on the roadway system and some proposed project design elements could result in unsafe conditions for pedestrians.	6.12-29 <i>Frontage improvement conditions</i>	LTS	4.12-13: The proposed projects could adversely affect existing or planned pedestrian facilities or fail to provide for access for pedestrians under cumulative conditions.	4.12-13: The proposed RSPU, RSPU Land Use Variant, and KP Medical Center would not cause any adverse impacts to existing pedestrian facilities and would not fail to provide access for pedestrians. Soccer matches at the MLS Stadium would result in many of the roadways within the RSP Area experiencing substantial levels of pedestrian activity prior to and after MLS matches. In many instances, sidewalk and crosswalk widths would be inadequate to accommodate these pedestrian flows, without mitigation place. Therefore, the MLS stadium could adversely affect existing pedestrian facilities and fail to provide adequate access to the stadium for pedestrians. This impact is considered significant . With the implementation of the TMP, pedestrian facility impacts on streets between the proposed Stadium and identified parking resources, including 7th Street from North B Street to Railyards Boulevard would be mitigated to less than significant.	4.12-13 (MLS) <i>Implement Mitigation measure 4.12-1(a)(i).</i>	LTS
6.12-30: Buildout of the Full Project could result in inadequate vehicle parking and bicycle parking capacity.	6.12-30 <i>The full project shall provide enough parking spaces to comply with City code requirements unless otherwise approved by the City</i>	LTS	4.12-13: The proposed projects could adversely affect existing or planned pedestrian facilities or fail to provide for access for pedestrians under cumulative conditions.	4.12-13: The proposed RSPU, RSPU Land Use Variant, and KP Medical Center would not cause any adverse impacts to existing pedestrian facilities and would not fail to provide access for pedestrians. Soccer matches at the MLS Stadium would result in many of the roadways within the RSP Area experiencing substantial levels of pedestrian activity prior to and after MLS matches. In many instances, sidewalk and crosswalk widths would be inadequate to accommodate these pedestrian flows, without mitigation place. Therefore, the MLS stadium could adversely affect existing pedestrian facilities and fail to provide adequate access to the stadium for pedestrians. This impact is considered significant . With the implementation of the TMP, pedestrian facility impacts on streets between the proposed Stadium and identified parking resources, including 7th Street from North B Street to Railyards Boulevard would be mitigated to less than significant.	4.12-13 (MLS) <i>Implement Mitigation measure 4.12-1(a)(i).</i>	LTS
N/A The 2007 RSP EIR did not include a discussion of construction-related traffic impacts.	N/A		4.12-7: The proposed projects could cause construction-related traffic impacts.	The 2007 RSP EIR did not include a discussion of construction-related traffic impacts. With implementation of MM 4.12-7, construction related traffic impacts would be less than significant.	4.12-7 (RSPU, KPMC, MLS) <i>Requirement for Construction Traffic Management Plan</i>	LTS
N/A The 2007 RSP EIR did not include a discussion of construction-related traffic impacts.	N/A		4.12-14: The proposed projects could cause construction-related traffic impacts under cumulative conditions.	4.12-14: The proposed RSPU, RSPU Land Use Variant, KP Medical Center, and MLS Stadium would each cause potentially significant cumulative construction impacts due to the potential for overlap with other construction activities and the need for potential for lane closures, damage to roadbeds, and traffic hazards to bikes/pedestrians/transit during construction. These impacts are considered significant . The implementation of the above mitigation measure would reduce this impact to less than significant .	4.12-14(a) (RSPU, KPMC, MLS)	LTS
6.11 Public Utilities			4.13 Utilities			
6.11-1: The proposed project would increase wastewater and stormwater flows requiring treatment.	6.11-1 <i>Timed development prior to development of the cistern</i>	LTS	4.13-1: The proposed projects would increase demand for wastewater treatment.	4.13-1: The proposed RSPU, the RSPU Land Use Variant, KP Medical Center, and MLS Stadium would generate additional wastewater, but within the existing capacity of the SRWWTP, so the impact would be less than significant. The Stormwater Outfall would have no impact. The significance of this impact is the same as that described in Impact 6.6-1 in the 2007 RSP EIR.	None Required	LTS
6.11-2: The proposed project would increase stormwater and wastewater flows over pre-development conditions through the CSS conveyance system.	6.11-2 <i>Timed development to not overwhelm the wastewater system prior to planned improvements</i>	LTS	4.13-2: The proposed projects would increase flows to the City's combined sewer system.	4.13-2: The proposed RSPU, Land Use Variant, KP Medical Center, and MLS Stadium would generate additional wastewater discharges to the CSS. The proposed projects would comply with the City design requirements and flow limitations within the CSS. In addition, all future stormwater runoff would be discharge through the Stormwater Outfall into the Sacramento River, not into the CSS. However, if development precedes completion of the Stormwater Outfall, impacts from capacity limitations of interim stormwater retention basins would be significant. This impact would be similar to Impact 6.6-1 in the 2007 RSP EIR because mitigation would be required to address interim conditions.	None Required	LTS

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TABLE S-4 (Continued)
COMPARISON TO 2007 RAILYARDS SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT

2007 RSP EIR Impact	2007 RSP EIR Mitigation Summary	Significance After 2007 RSP EIR Mitigation	2016 RSPU SEIR Impact	2016 RSPU SEIR Conclusions	2016 RSPU SEIR Mitigation Number	Significance After 2016 RSPU SEIR Mitigation
6.11 Public Utilities (cont.)			4.13 Utilities (cont.)			
6.11-3: The proposed project would contribute to cumulative increases in flows to be treated and discharged at the SRWWTP.	None Required	LTS	4.13-4: The proposed projects would contribute to cumulative increases in wastewater requiring treatment at the SRWWTP.	4.13-4: The SRWWTP currently has an excess capacity of 76 mgd, which would be available for a substantial portion of growth in the region. The Regional San's 2020 Master Plan identifies improvements needed to expand to 207 mgd, in order to accommodate growth in its service area through 2020 based on SACOG projections. Additionally, the Regional San is considering upgrades to enable compliance with revised and anticipated Regional Board effluent requirements. The project's contribution to cumulative scenario significant impacts would be approximately two percent of the total capacity. The RSPU would increase wastewater requiring treatment by 3.65 mgd (ADWF) and the RSPU would fit within the growth projections used to prepare the 2020 Master Plan. Therefore, the project contribution would not be considerable, and the resulting impact would be less than significant.	None Required	LTS
6.11-4: The proposed project would contribute to cumulative increases in stormwater runoff and wastewater through the CSS.	None Required	LTS	4.13-3: The proposed projects would contribute to cumulative increases in flows within the CSS.	4.13-3: Anticipated cumulative development in the City of Sacramento, Citrus Heights, Folsom, Rancho Cordova, Elk Grove, West Sacramento, and applicable unincorporated areas of Sacramento County would result in a net increase in wastewater conveyed to the SRWWTP. Conveyance capacity needed for wastewater flows from Citrus Heights, Folsom, Rancho Cordova, and most of Elk Grove would be separate from the interceptor that serves the RSP Area. Increasing demand for conveyance and treatment capacity from development within the City could put additional demands on the existing interceptor pipeline resulting in a cumulative impact. As stated previously in this section, the proposed RSPU would connect to a new 3rd Street relief sewer line designed by the City to convey flows from the RSP Area and the River District directly to the T Street interceptor for conveyance south to the SRWWTP. This new relief sewer will not contribute significantly to the conveyance capacity that currently serves the downtown area of the City in the CSS. Further, the proposed RSPU would not discharge stormwater runoff into the CSS, and the impact would be less than significant on conveyance capacity within the CSS. For these reasons, the cumulative impact on conveyance and treatment capacities is considered less than significant.	None Required	LTS
6.11-5: The proposed project would increase demand for potable water.	None Required	LTS	4.13-5: The proposed projects could increase demand for potable water.	4.13-5: The proposed projects would generate demand for City water supply. This demand can be met by the City's current water supplies, so the impact would be less than significant. Because the demand for water would be reduced relative to the 2007 RSP, the impact would be less severe.	None Required	LTS
6.11-6: The proposed project would increase demand for treated water and water distribution systems.	None Required	LTS	4.13-6: The proposed projects could increase demand for treated water and water distribution systems.	4.13-6: The proposed projects would generate demand for water treatment and conveyance. This demand can be met by the City's current water supplies, so the impact would be less than significant. Because the demand for water would be reduced relative to the 2007 RSP, the impact would be less severe.	None Required	LTS
6.11-7 The proposed project would contribute to cumulative increases in water demand throughout the City.	None Required	LTS	4.13-8: The proposed projects would contribute to cumulative increases in demand for water conveyance.	4.13-8: As discussed in the setting, the City has a network of water transmission lines in the vicinity of the RSP Area, a number of which have been upsized recently. The size of these pipelines assumed additional development in the Central City, including the 2007 RSP, which had greater daily water demands than the proposed projects. Therefore, the offsite transmission lines would be adequate to serve cumulative development with the addition of the proposed projects, and this impact would be less than significant.	None Required	LTS
6.11-8: The proposed project would contribute to cumulative increases in the need for water supply treatment and/or distribution facilities.	6.11-8 (a) – (d) <i>Cumulative water supply development and conservation measures</i>	LTS	4.13-7: The Proposed projects would contribute to cumulative increases in demand for water supply and treatment.	4.13-7: The proposed project contribution, although smaller than estimated in the 2007 RSP EIR, would contribute considerably to the cumulative demand for water. Therefore, This impact is considered potentially significant. The 2015 UWMP is likely to reflect more recent data, such as the maximum daily demand of 120 mgd experienced in 2015, which is approximately half the demand anticipated by the 2010 UWMP. The reduced demand is due in part to permanent changes in City service, such as the ongoing installation of water meters, and in part due to additional drought restrictions. However, the effect of the reduced demand on future years will not be known until the 2015 UWMP is released.	4.11-7 (RSPU) <i>(a) Water Conservation measures.</i> <i>(b) Implement new water diversion and/or treatment infrastructure.</i>	SU
6.10-5: The proposed project would generate solid waste, which could result in the need for new landfills or the expansion of existing facilities.	None Required	LTS	4.13-9: The proposed projects would generate additional solid waste.	4.13-9: The proposed projects would generate more solid waste than estimated for the 2007 RSP EIR. However, since 2007, recycling requirements are more stringent, and two of the proposed projects the KP Medical Center and the MLS Stadium, would comply with LEED standards, further reducing the amount of waste needing to be landfilled. The existing landfills have capacity to accept the waste generated by the proposed projects, so this impact would be less than significant. The impact would be more severe than the 2007 RSP because more waste would be generated.	None Required	LTS
6.10-6: The proposed project would contribute to cumulative increases in solid waste, which could result in the construction of new landfills or the expansion of existing facilities.	None Required	LTS	4.13-10: The proposed project would contribute to cumulative increases in solid waste.	4.13-10: The 2035 General Plan Master EIR concludes that existing landfills will be able to accommodate the increase in waste, so this cumulative impact is less than significant. The 2035 General Plan assumed development of the Railyards, so this figure would include most of the waste generated by the proposed projects. Available landfill capacity would be sufficient to accommodate these increases, including the additional waste from the proposed project. Therefore the project contribution would not be considerable, and the cumulative impact would be less than significant.	None Required	LTS

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