



ADDENDUM TO AN ADOPTED ENVIRONMENTAL IMPACT REPORT

SCH# 2006032058

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

Project Name and Number: Kaiser Permanente Sacramento Railyards Medical Center – Phase 1 Project (P24-006)

Original Project: Railyards Specific Plan; Railyards Specific Plan Update, KP Medical Center, MLS Stadium, & Stormwater Outfall (P15-040)

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

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

A copy of this document and all supportive documentation may be reviewed or obtained at the City of Sacramento, Community Development Department, Planning Division, 300 Richards Boulevard, Sacramento, California 95811.

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

Date: November 21, 2024

By: Scott Johnson

Scott Johnson, Senior Planner

KAISER PERMANENTE SACRAMENTO RAILYARDS MEDICAL CENTER – PHASE 1 PROJECT

SEIR Addendum and Environmental Checklist

Prepared for
City of Sacramento
Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811

October 2024



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300 Richards Boulevard, 3rd Floor
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October 2024

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KAISER PERMANENTE SACRAMENTO RAILYARDS MEDICAL CENTER – PHASE 1 PROJECT

Addendum and Environmental Checklist

Introduction

The Kaiser Permanente (KP) Sacramento Railyards Medical Center was approved by the City of Sacramento in 2016. Kaiser Permanente is now requesting Site Plan and Design Review for the development of Phase 1 of the Kaiser Permanente Sacramento Railyards Medical Center (“Proposed Phase 1 Project”), located at the northeast corner of Railyards Blvd. and Bercut Dr., within the Railyards Specific Plan (RSP) Area. The Proposed Phase 1 Project would provide healthcare services, including an acute care hospital, a hospital support building, and ancillary facilities. The Proposed Phase 1 Project would also feature the Stanford Walk—a pedestrian environment with a Class 1 bike path and pedestrian pathways—along with a structured parking garage, surface parking, and other supportive amenities such as all-electric facilities and sustainable building design features.

For the City to approve the Site Plan and Design Review application for the Proposed Phase 1 Project, the City must ensure that environmental review has been completed consistent with the requirements of the California Environmental Quality Act (CEQA) and the State CEQA Guidelines. The Proposed Phase 1 Project site is located within the RSP Area, for which CEQA documentation was previously undertaken in five environmental documents. However, only one of the five CEQA documents is relevant to the Proposed Phase 1 Project. The five CEQA documents relevant to part or all of the RSP Area are described below and can be accessed through the City’s website at <https://www.cityofsacramento.gov/community-development/planning/environmental/impact-reports>:

- Railyards Specific Plan EIR, **SCH No. 2006032058** (certified November 2007) (“2007 RSP EIR”);
- Addendum to the Railyards Specific Plan EIR (approved April 9, 2012) (“2012 Addendum”);
- Railyards Specific Plan Update, KP Medical Center, MLS Stadium, & Stormwater Outfall Subsequent EIR, **SCH No. 2006032058** (certified October 2016) (“2016 RSPU SEIR”); and

- Sacramento Valley Station Area Plan Addendum to the Railyards Specific Plan update, KP Medical Center, MLS Stadium & Stormwater Outfall Subsequent EIR (approved April 6, 2021) (“SVS Area Plan Addendum”)
- Central Shops at the Railyards Addendum to the Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Subsequent EIR (approved March 3, 2022) (“Paint Shop Addendum”)

Development of the project site as the KP Railyards Medical Center was analyzed at a project level in the 2016 RSPU SEIR. The version of KP Medical Center Project reviewed in and approved subject to the analysis in the 2016 RSPU SEIR is hereinafter referred to as the “2016 KP Medical Center Project.” Because the 2016 RSPU SEIR is the only CEQA document that has been prepared in the RSP Area that specifically addresses and analyzes the KP Railyards Medical Center project, it is therefore the subject of this Addendum; information on the related prior and subsequent CEQA documents noted above is merely intended to provide the reader the overall context of CEQA documentation in the RSP Area over the last 17 years, and is provided for informational purposes only.

Although the requested Site Plan and Design Review approval currently before the City for the Proposed Phase 1 Project would result in refinements to the 2016 KP Medical Center Project, the City can rely on information in the certified CEQA documents identified above and described in greater depth in the Project Background discussion, to the extent they remain relevant and adequate. Consistent with the requirements of CEQA Guidelines Section 15162, the City must determine whether any changed circumstances or “new information of substantial importance” would trigger the need for a subsequent EIR. No subsequent EIR is to be prepared for a project unless, based on substantial evidence in the light of the whole record, the lead agency determines one or more of the following conditions to be applicable:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

- (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
- (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
- (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

As described in CEQA Guidelines Section 15164, a lead agency is required to prepare an addendum to a previously adopted EIR if some changes or additions to an EIR certified for a project are necessary, but none of the conditions identified in CEQA Guidelines Section 15162 have occurred. Pursuant to CEQA Guidelines Section 15164, the addendum must explain why “some changes or additions” to the analysis in the 2007 RSP EIR, the 2012 Addendum, the 2016 RSPU SEIR, and subsequent addenda to the 2016 RSPU SEIR (i.e., the SVS Area Plan Addendum and the Paint Shop Addendum) “are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.”

This environmental checklist has been prepared to determine whether any additional environmental review would be required for the City to consider approval of the Proposed Phase 1 Project. This analysis considers whether the Proposed Phase 1 Project or environmental conditions that exist today have changed such that new or substantially more severe environmental impacts would occur from development of the Proposed Phase 1 Project compared to impacts of development of the properties making up the project site as evaluated in the 2007 RSP EIR and 2012 Addendum, and development of the project site as the KP Medical Center as evaluated in the 2016 RSPU SEIR, and subsequent SVS Area Plan and Paint Shop Addendums.

Project Background

As described above, the CEQA documentation addressing the RSP includes five documents prepared over the preceding 17 years. These CEQA documents are presented and described further below.

Railyards Specific Plan Environmental Impact Report (2007)

In December 2006, the majority of the RSP Area was sold by Union Pacific Railroad to a private developer, and a parcel around the historic Depot was sold to the City. Based on plans of the new owner, in 2007 the City certified the 2007 RSP EIR and approved the 2007 RSP. In the intervening years certain elements of the 2007 RSP were implemented including realignment of

the 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.

The 2007 RSP EIR analyzed development of the RSP Area as a mix of land use designations, as well as a block structure and circulation system that was similar to the downtown Sacramento grid. The 2007 RSP designated the blocks that now make up the KP Medical Center Project site for Residential/Commercial Mixed Use development, assuming full development of the property that makes up the project site.

In the context of the current development proposal, the 2007 RSP EIR analyzed the impacts of full development of the RSP area, including the project site from an undeveloped condition, but under different assumptions about future land uses, block configurations, and circulation system within the RSP Area.

Addendum to the Railyards Specific Plan Environmental Impact Report (2012)

The 2012 Addendum to the RSP EIR analyzed three revisions to the tentative map for the RSP Area, altering the proposed alignment of streets including 5th, 6th, and Stevens Street (as named in the 2007 RSP SEIR). The locations of Crocker and Stanford Streets would be moved westward using a standard City block size rather than the smaller lots in the original tentative map. Hopkins Walk would be relocated by incorporating it along the west side of Stanford Street. The Specific Plan and Design Guidelines provision for an open space connection between the plazas in the Central Shops District and Vista Park would be retained.

As it relates to the current development proposal the changes analyzed in the 2012 Addendum did not alter the planned development of the property that makes up the KP Medical Center Project site. Thus, impacts of full development of the properties that make up the project site remained consistent with those identified in the 2007 RSP EIR.

Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium, & Stormwater Outfall Subsequent EIR (2016)

In 2015, Downtown Railyard Venture, LLC (DRV) acquired the Railyards property and proposed a set of changes to the adopted 2007 RSP, which were embodied in the Railyards Specific Plan Update (RSPU). The changes were comprehensive and included revision of the land use designations, block configurations, circulation and infrastructure systems, and related aspects of the planned development within the RSPU Area. In addition, Kaiser Permanente proposed the construction of the KP Sacramento Railyards Medical Center on a 17.8-acre portion of the RSPU Area, and Sacramento Soccer and Entertainment Holdings (SSEH) proposed construction of an MLS Stadium on a 14.7-acre parcel in the RSP Area. In addition, DRV proposed construction of

a Stormwater Outfall and associated pump station, both of which were key elements in the future storm drainage system intended to serve the future development in the RSPU Area.¹

Pursuant to CEQA, the City prepared and ultimately certified the RSPU Subsequent EIR (2016 RSPU SEIR), which analyzed the changes to the adopted 2007 RSP proposed under the 2016 RSPU and evaluated the extent to which those changes would result in new or substantially more severe significant impacts on the existing environment. As required under CEQA, the 2016 RSPU SEIR evaluated and described potentially significant environmental impacts, identified mitigation measures to avoid or reduce the significance of potential impacts, and evaluated the comparative effects of potentially feasible alternatives to the proposed projects.

As it relates to the current development proposal for the Proposed Phase 1 Project, the 2016 RSPU SEIR stated:

In addition to the approvals and entitlements granted through the approval of the RSPU, the KP Medical Center is seeking approval of a conditional use permit and master level entitlement for operation of a helistop, and long term vested rights coverage through a development agreement. The description of the proposed KP Medical Center has more specific details than the RSPU, and includes a conceptual site plan, building envelopes, and land uses and intensities, including such features as a Central Utility Plant and a helistop. However, acknowledging the conceptual nature of the project plans and lack of precise design detail, consistent with the basic entitlements sought and intent to request Site Plan and Design Review at a future date, the analysis is in greater detail as it relates to land use intensities and related activities, and less detailed as it pertains to the physical and design characteristics of the future buildings.²

Thus, the 2016 RSPU SEIR analysis included consideration of the 2016 KP Medical Center Project at: (i) a greater level of detail than that conducted for the other land use designations within the RSPU Area, but (ii) at a lesser level of design detail than that conducted for the MLS and Stormwater Outfall projects, which had more detailed physical site plans and building design at the time the SEIR was prepared. The 2007 RSP EIR did not contemplate hospital or medical use, so the 2016 RSPU EIR was the first document to provide environmental analysis specific to the KP Medical Center Project.

Sacramento Valley Station Area Plan Addendum to the 2016 RSPU SEIR

In 2021, the City of Sacramento proposed the Sacramento Valley Station Area Plan, which provided for development of a proposed intermodal transit facility at the Sacramento Valley Station, to include a bus mobility hub and light rail transit center. In addition to projects within the Sacramento Valley Station development, the Area Plan also included proposed future

¹ As of August 2024, the Stormwater Outfall has been constructed, and the MLS Stadium is not being pursued at this time. Entitlements for the stadium use are still valid through 2029.

² City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, page 1-5.

buildout of areas designated in the 2007 RSP for transportation related use as a mix of office, residential, and hotel use. To comply with the requirements of CEQA the City approved an Addendum to the 2016 RSPU SEIR (“SVS Area Plan Addendum”) on April 6, 2021, which analyzed the changed impacts from implementation of the Sacramento Valley Station Area Plan relative to impacts from analyzed in the RSPU SEIR. The SVS Area Plan Addendum concluded that the analysis in the 2016 RSPU SEIR was sufficient to provide CEQA compliance for the proposed Sacramento Valley Station Area Plan.

Central Shops at the Railyards Addendum to the 2016 RSPU SEIR

DRV proposed the rehabilitation and development of the Paint Shop building, located in the Central Shops District of the RSP Area, for use as a mixed-use entertainment venue. The development proposal also included development of The Central Shops Plaza—a pedestrian environment with a Pavilion that will be surrounded by public seating, landscaping, and event capability and other supportive amenities such as a central utility plant, temporary parking, and street improvements. To comply with the requirements of CEQA the City prepared an Addendum to the 2016 RSPU SEIR, commonly referred to as the “Paint Shops Addendum,” which was approved by the City on March 3, 2022.

Conclusion

The 2016 RSPU SEIR represented a comprehensive revision of the 2007 RSP EIR and fully analyzed impacts from buildout of the RSPU, including the 2016 KP Medical Center Project, and identified feasible mitigation measures to avoid or substantially lessen the magnitude of potential significant environmental impacts. Where analysis or mitigation from the 2007 RSP EIR remained applicable, the 2016 RSPU SEIR incorporated that analysis by reference and applied additional mitigation as new mitigation measures.

The subsequent SVS Area Plan and Paint Shop Addendums augmented the analysis in the 2016 RSPU SEIR specific to issues particular to those projects, but did not address the 2016 KP Medical Center Project, and the changes analyzed in those Addendums did not identify any new significant impacts or increase the severity of identified significant impacts analyzed in the 2016 RSPU SEIR.

For this reason, the analyses in this Addendum expressly focus on the differences between the proposed Phase 1 Project and the analysis of the 2016 KP Medical Center Project in the 2016 RSPU SEIR. The 2007 RSP EIR, 2012 Addendum, and recent addendums to the 2016 RSPU SEIR (i.e., the SVS Area Plan Addendum and the Paint Shop Addendum) are not directly relevant to the KP Medical Center Project and are therefore not discussed further in this Addendum.

Project Location

The Proposed Phase 1 Project site is located in the City of Sacramento, California, approximately 80 miles north-east of San Francisco and 85 miles south-west of Lake Tahoe. Sacramento is a

major transportation hub, the point of intersection of transportation routes that connect Sacramento to the San Francisco Bay area to the west, the Sierra Nevada mountain range and Nevada to the east, Los Angeles to the south, and Oregon and the Pacific Northwest to the north.

The City is bisected by a number of major freeways including Interstate 5 (I-5), which traverses the state from north to south; Interstate 80 (I-80), which provides an east-west connection between San Francisco and Reno; and U.S. Highway 50 which provides an east-west connection between Sacramento and South Lake Tahoe. The Union Pacific Railroad (UPRR) also transects Sacramento. Amtrak operates state-funded daily intercity passenger rail service and interstate trains from the Sacramento Valley Station at the southern end of the RSP Area, and links Sacramento to the Bay Area, the Central Valley south to Bakersfield, Amtrak regional bus connections throughout northern California, and points north and east. **Figure 1** shows the location of the project site in the Sacramento region.

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

The Proposed Phase 1 Project site is located adjacent to Interstate 5 in the northwest portion of the RSP Area, bounded by Railyards Blvd. on the south, Bercut Dr. on the west, Summit Tunnel Avenue on the north, and Fifth Street on the east. It covers multiple parcels within the RSP Area. The KP Railyards Medical Center project would be executed in phases, with the initial phase, Phase 1 (the focus of this Addendum), encompassing several significant elements described further below. The parcels involved are APNs 002-0270-001, -002, -003, -004, -005, -006, -007, and -008, as shown in the blue shaded parcels in **Figure 3**.

Kaiser Permanente Railyards Medical Center Project

Phase 1

Consistent with the description of the 2016 KP Railyards Medical Center Project in the 2016 RSPU SEIR, the KP Sacramento Railyards Medical Center is intended to be developed in phases, with an initial phase (Phase 1), the subject of the current development application and this Addendum, including the construction of an acute care Hospital (Hospital), a Hospital Support Building (HSB), an Energy Center, parking structure, and surface level elements, including parking, driveways, walkways, and site landscaping. The KP Railyards Medical Center project is planned to have one or more future phases, which would expand on the Proposed Phase 1 Project to include additional hospital beds, two additional medical office (MOB) buildings, and additional parking facilities, all of which would be brought forward in one or more future Site Plan and Design Review applications and subject to verification of coverage under existing CEQA analysis, including potentially additional CEQA documentation, at those times.

The Proposed Phase 1 Project is a refined initial phase of the 2016 KP Railyards Medical Center Project, analyzed in the 2016 RSPU SEIR (see **Figure 4**), and includes refinements to building design and configuration of project elements on the project site, where a concept of building placement was presented in the 2016 RSPU SEIR. The overall development entails a portion of the overall project that was analyzed at a project level in the 2016 RSPU SEIR. The proposed Hospital would feature two bed towers and modern healthcare amenities, and the adjacent HSB would cater to adjunct medical needs. Additionally, the Proposed Phase 1 Project would enhance the Stanford Walk area with a Class 1 bike path and pedestrian way to improve connectivity and promote active transportation within the RSP Area. **Figure 5** shows the preliminary site plan for the Proposed Phase 1 Project.

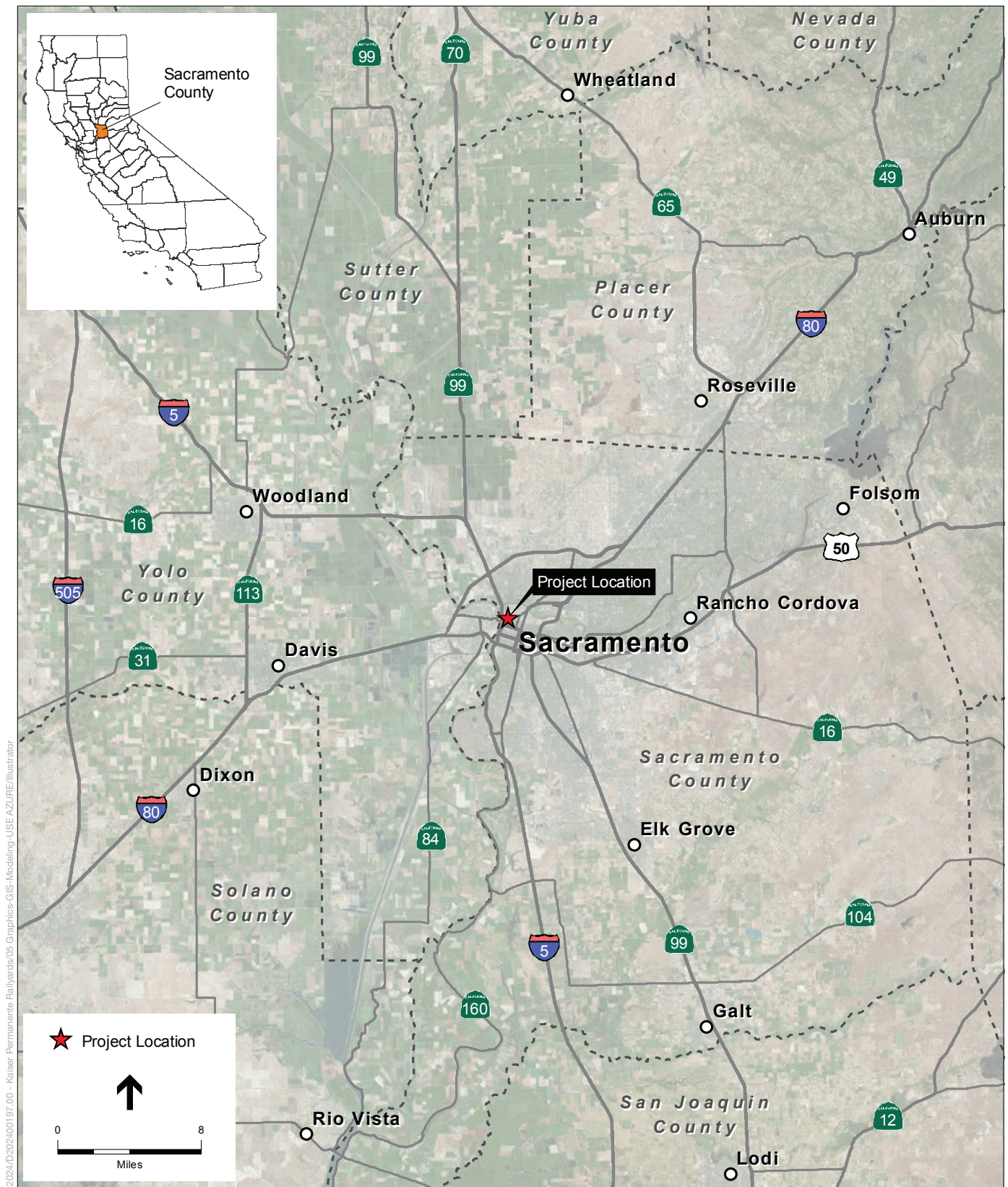
The major structural components of the Phase 1 Project are summarized in **Table 1**.

TABLE 1
KAISER PERMANENTE RAILYARDS MEDICAL CENTER – PHASE 1 DEVELOPMENT SUMMARY

Structure	Size	Height	Function
Hospital	657,500 sq. ft.	155 ft.	<ul style="list-style-type: none"> • 312-patient-bed acute care hospital
HSB	171,500 sq. ft.	101 ft.	<ul style="list-style-type: none"> • Specialized medical office • Adjunct hospital support
Energy Center	32,500 sq. ft.	54 ft.	<ul style="list-style-type: none"> • All-electric central utility plant • Supplies heating, cooling, and hot water
Parking Structure	490,250 sq. ft.	94 ft. ¹	<ul style="list-style-type: none"> • 1,500 vehicle parking stalls • Rooftop solar
Notes:			
1. Height includes rooftop photovoltaic canopy.			
SOURCE: Kaiser Permanente, 2024.			

Hospital Building

The Proposed Phase 1 Project would include a state-of-the-art 312-bed acute care Hospital. This Hospital would span approximately 657,500 square feet and feature two bed towers, the tallest of which reaching a maximum height of 155 feet. **Figures 6 through 10** show conceptual renderings of the Hospital's exterior. The Hospital would be oriented to face Railyards Blvd., with designated non-emergency and emergency drop-off points situated at the southeast and southwest corners, respectively. The service yards and delivery areas would be located to the north of the building, ensuring efficient operations. Additionally, the Hospital would be designed as an all-electric



SOURCE: ESRI, 2012; ESA, 2016

Sacramento Railyards Specific Plan Update

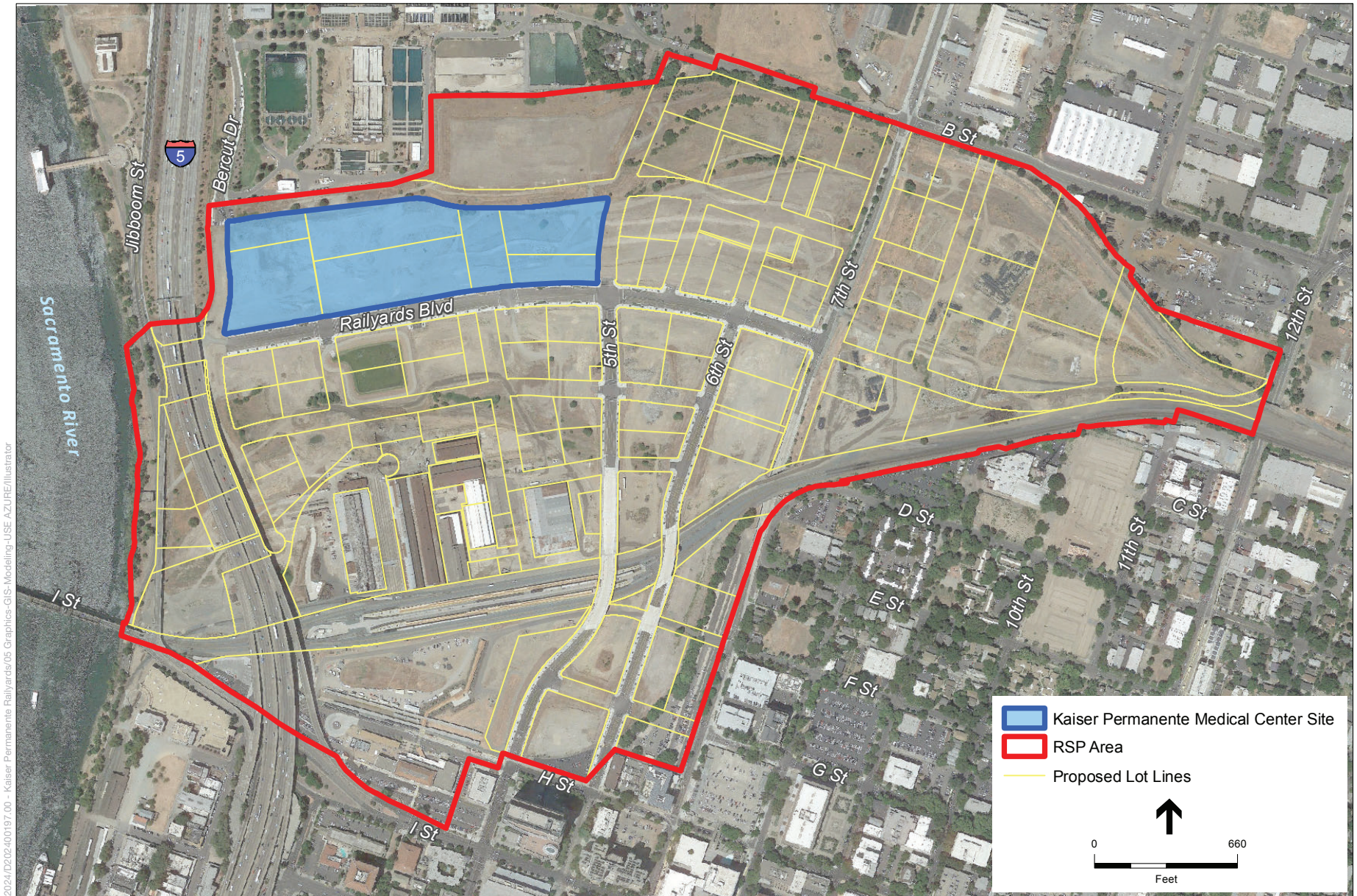
Figure 1
Regional Location



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

Sacramento Railyards Specific Plan Update

Figure 2
Project Vicinity

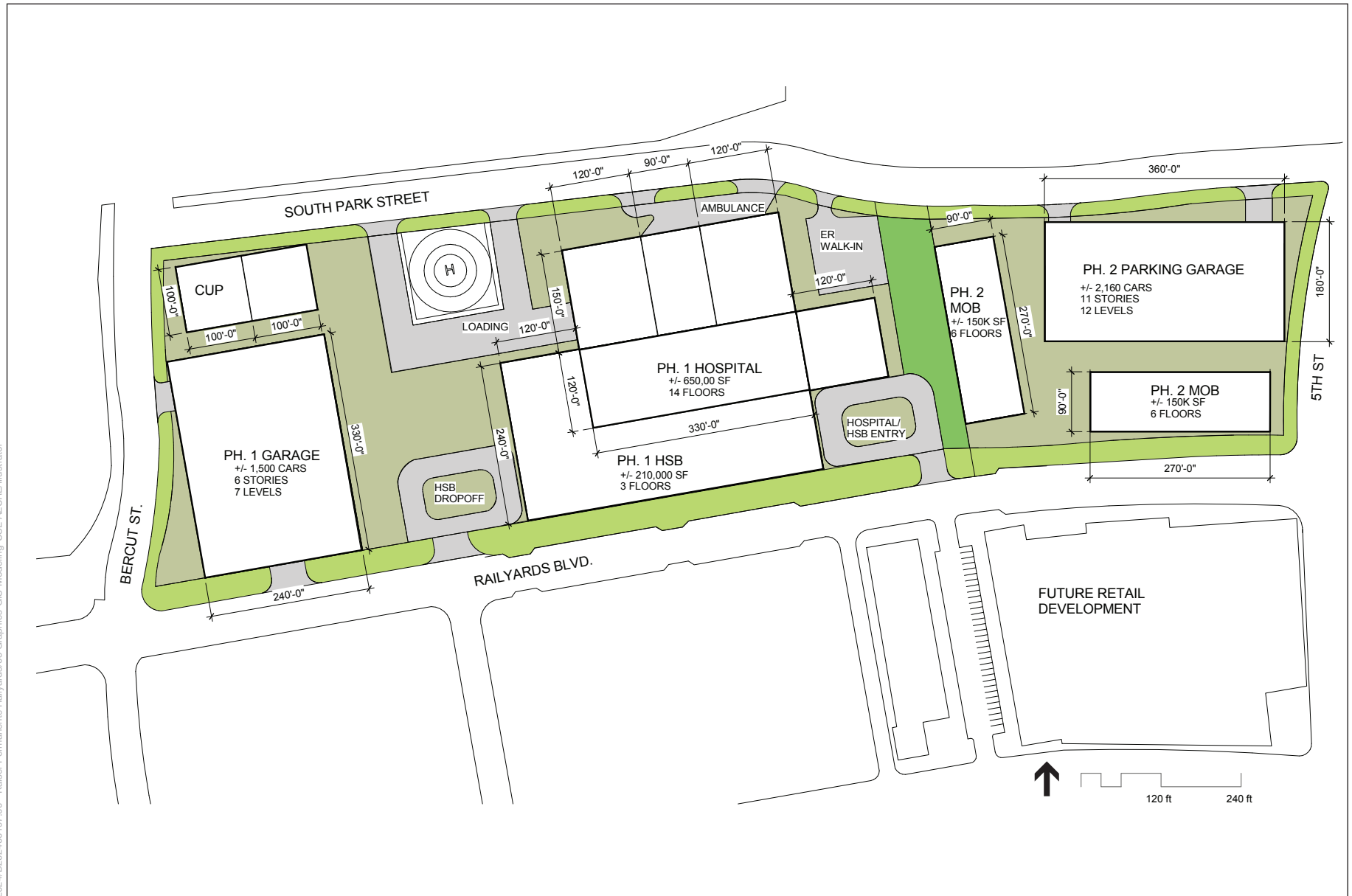


SOURCE: Kimley-Horn, 2016; Lionakis, 2016; AECOM, 2016; ESA, 2016

Sacramento Railyards Specific Plan Update

Figure 3
Kaiser Permanente Medical Center Site

2024/D202400197.00 - Kaiser Permanente Railyards/05 Graphics-GIS-Modeling-USE AZURE/Illustrator

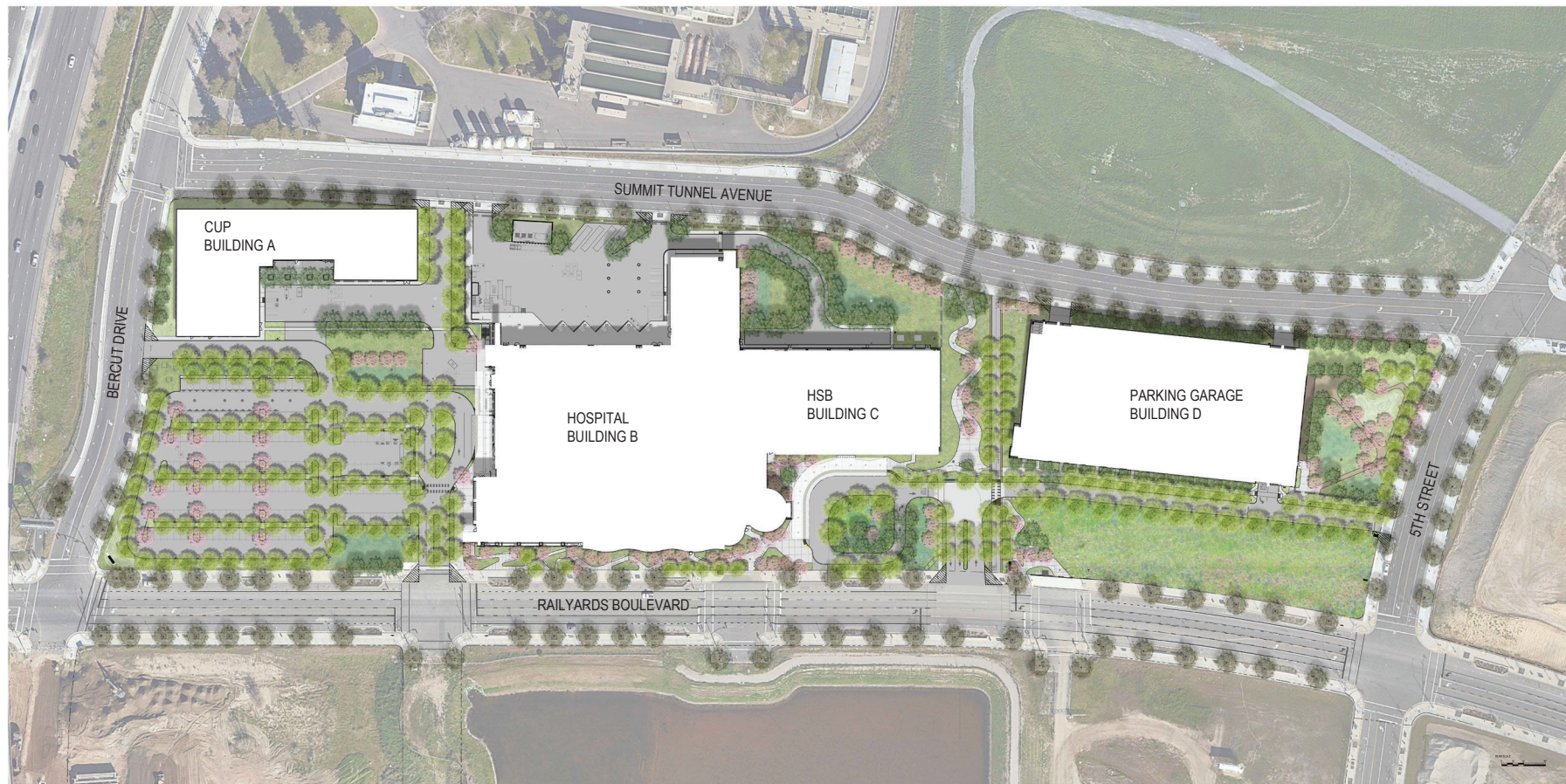


SOURCE: LIONAKIS, 2016

Sacramento Railyards Specific Plan Update



Figure 4
Illustrative Site Plan: KP Medical Center - Phases 1 and 2



SOURCE: SmithGroup, 2024

Sacramento Railyards Specific Plan Update

Figure 6 Proposed Phase 1 Hospital and Hospital Support Building Elevations (South View)



Source: Kaiser Permanente, 2024.

Figure 7 Proposed Phase 1 Hospital and Energy Elevations (Southwest View)



Source: Kaiser Permanente, 2024.

Figure 8 Proposed Phase 1 Energy Center and Hospital Elevations (Northwest View)



Source: Kaiser Permanente, 2024.

Figure 9 Proposed Phase 1 Hospital Elevation (Southwest View)



Source: Kaiser Permanente, 2024.

Figure 10 Proposed Phase 1 Hospital and Hospital Support Building Elevations (Southeast View)



Source: Kaiser Permanente, 2024.

facility, aligning with Kaiser Permanente's sustainability goals and the recommendations of the Mayor's Commission on Climate Change.

Hospital Support Building

Adjacent to the Hospital, the Hospital Support Building (HSB) would be constructed. The HSB would be a specialized medical office building of approximately 171,500 square feet and would include uses that meet the adjunct needs of the hospital. The building would have a height of approximately 81 feet, with an elevator penthouse extending to 101 feet. The HSB would be subject to City building permit jurisdiction, unlike the Hospital and Energy Center, which fall under State jurisdiction and for which building permits are issued by the California Department of Health Care Access and Information (HCAI).

Energy Center

An essential component of the Proposed Phase 1 Project is the Energy Center, a 32,500-square-foot facility housing the main electrical, mechanical, and plumbing equipment for the Hospital. The Energy Center would be located at the northwest corner of the project site and have a maximum height of 54 feet. Consistent with the Phase 1 Project's all-electric design, the Energy Center would provide heating, cooling, and hot water without the use of natural gas, making it one of the first facilities of its kind in California. The Proposed Phase 1 Project would also aim for a Gold level of certification under the United States Green Building Council's Leadership in Energy and Environmental Design (LEED™) Rating System.

Parking Structure and Surface Level Improvements

In addition to the Hospital, HSB, and Energy Center, the Proposed Phase 1 Project would include a structured parking garage and surface parking lot. The parking garage, approximately 417,500 square feet in size, would be located in the northeast quadrant of the site, and would have a capacity of 1,500 parking stalls. The surface parking lot would be situated to the west of the Hospital, south of the Energy Center, and would include a maximum of 200 stalls, of which approximately 149 would be standard stalls, 14 would be accessible stalls, and 35 would be electric vehicle stalls. The City's Planning and Development Code allows for up to two parking garages, each with a 1,500-parking stall capacity, and up to 200 parking stalls in surface parking lots, within the H-SPD zone. Phase 1 would develop one of the two allowed parking structures and all of the allowed surface parking stalls. Solar panels may be installed on the top deck of the parking structure and the surface lot, contributing to the Proposed Phase 1 Project's sustainability goals.

The Proposed Phase 1 Project would also enhance the Stanford Walk area, a public easement on Kaiser Permanente-owned land, by providing a Class 1 bike path and pedestrian way connecting Vista Park to the southern portions of the RSP Area. Overall, the Proposed Phase 1 Project would be designed to integrate seamlessly with the ongoing improvements in the RSP Area, supporting the City of Sacramento's vision for this evolving urban district.

Lighting and Signage

The Proposed Phase 1 Project would incorporate a comprehensive lighting and signage plan to ensure safety, visibility, and wayfinding throughout the site. Upward-facing, in-ground security lighting would be installed around the Hospital and HSB, as well as along pedestrian pathways, including the enhanced Stanford Walk. Site lighting would be characterized by strategically placed streetlights, accent lighting for landscape features, and area lighting to define various spaces within the development. The primary goal would be to create a safe, welcoming, and easily navigable environment for all users, while also supporting the aesthetic and functional aspects of the KP Railyards Medical Center.

The Proposed Phase 1 Project would also feature illuminated wayfinding signage to guide patients, staff, and visitors to various parts of the Medical Center. Digital signage would be utilized at key entry points to provide real-time information and directions. Additionally, the Hospital and HSB would include exterior signage for easy identification, with illuminated signs enhancing visibility at night.

Construction

Construction of the Proposed Phase 1 Project is anticipated to occur over approximately four-year period, beginning in early 2025, and completing in 2029. The construction phases would include site preparation, foundation work, structural framing, exterior and interior finishes, and the installation of medical equipment and systems. Additionally, the Proposed Phase 1 Project would integrate sustainable construction practices, utilizing energy-efficient materials and methods to achieve a LEED Gold level of certification. Undeveloped parcels in the project vicinity may be leased as staged areas for construction needs.

Future Phases

The future phase(s) of the KP Railyards Medical Center would include potential additional medical facilities along Railyards Blvd., aimed at developing the area into a dense urban corridor. Kaiser Permanente anticipates the future phases may include additional bed capacity, new medical office buildings on the southeast side of the project site along Railyard Boulevard, and a new medical office building in the northeast corner of the project site along Fifth Street. Future expansions may also require enlargement of the Energy Center to meet increased demand, and construction of additional above- or below-grade parking structures to support the additional patients, staff, and visitors.

Required Discretionary Actions

Implementation of the Proposed Phase 1 Project is anticipated to require, but may not be limited to, the following approvals by the City of Sacramento:

- Approval of a Site Plan and Design Review Permit;
- Approval of a Tree Permit for the removal of site trees protected under the Tree Planting, Maintenance, and Conservation Ordinance;

- Approval of a Conditional Use Permit for signage; and
- Approval of a grading permit to regulate land disturbances, landfill, soil storage, pollution and erosion and sedimentation resulting from construction activities.

In addition, the Proposed Phase 1 Project is anticipated to require, but may not be limited to, the following approvals from other local, regional, and state agencies:

- Approval by Sacramento Metropolitan Air Quality Management District (SMAQMD) of an Authority to Construct and Permit to Operate;
- Approval by the California Department of Health Care Access and Information (HCAI), Facilities Development Division, of a building permit and certificate of occupancy;
- Approval by the California Department of Public Health of a radioactive-material license, food service license, and licensing to operate the Hospital and other healthcare facilities.

Comparison of 2016 KP Railyards Medical Center Project and Current Proposal

The Proposed Phase 1 Project would be a portion of the ultimate buildout of the KP Sacramento Railyards Medical Center and includes several refinements of the previously approved 2016 KP Railyards Medical Center Project as described in the 2016 RSPU SEIR. A comparison of the key elements of the current proposal and identification of proposed refinements of the approved 2016 KP Railyards Medical Center Project are summarized below.

Hospital

- Phase 1 Hospital square footage would be essentially the same as the hospital square footage of the 2016 KP Railyards Medical Center Project, resulting in similar impacts related to construction intensity and duration.
- Phase 1 of the Hospital would have a maximum height of 155 feet, a decrease of 75 feet compared to the 230-foot structure illustrative hospital structure in the approved 2016 KP Railyards Medical Center Project. The resultant impacts will be that Phase 1 structures would have potentially lessened impacts related to visibility, light, glare, and potential wind hazards as compared to the 2016 SEIR analysis.
- Phase 1 of the Hospital would develop 312 of the planned 420 beds described in the 2016 RSPU SEIR. At the time of preparation of the 2016 SEIR, it was estimated that Phase 1 would open with a total of 252 beds and 4 unfinished hospital floors, which would be expanded in future phases to 420 beds.³ The 312 beds included in the Proposed Phase 1 Project is more than was planned for the initial phase in the 2016 RSPU SEIR. However,

³ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, page 2-83.

total future buildout to 420 beds, as was analyzed in the 2016 RSPU SEIR, has not changed. The resultant impacts will be that Phase 1 construction and operation impacts will be within the scope of the impacts analyzed for the 2016 KP Medical Center Project.

- The Proposed Phase 1 Project would not include a helistop. Elimination of the helistop feature, which was an approved component of the 2016 KP Railyards Medical Center Project, would eliminate noise from helicopter operations, and reduce the magnitude of operational noise impacts than were described in the 2016 SEIR.

Hospital Support Building

- The Proposed Phase 1 Project would include a smaller HSB than evaluated in the 2016 RSPU SEIR. The proposed HSB, a specialized medical office programmed to meet the adjunct needs of the hospital, would be 171,500 sf in size compared to 210,000 sf evaluated under the 2016 KP Medical Center Project (part of a total of 510,000 s.f. of medical, support office, and clinic buildings evaluated at buildout). This reduced size would result in construction that is of shorter duration and lessened intensity compared to that described in the 2016 RSPU SEIR. This would result in the lessened intensity of impacts, including transportation, pollutant emissions, and water and energy use.

Energy Center

- The Proposed Phase 1 Project would have a smaller and different Energy Center than the Central Utility Plant (CUP) that was described and evaluated in the 2016 SEIR.⁴ The Energy Center would be 32,500 sf compared to the 60,000 sf facility described under the 2016 KP Medical Center project. The reduced size of the Energy Center would result in a lessened intensity and duration of construction of the Energy Center compared to the impacts described in the 2016 SEIR.
- The Proposed Phase 1 Project's Energy Center would be an all-electric facility, and would include sustainability features that would exceed the energy efficiency anticipated for the 2016 KP Medical Center Project. Through greater energy efficiency, a reduced number of patient beds, and medical office capacity, operation of the Energy Center under the Proposed Phase 1 Project would result in reduced impacts related to air quality and greenhouse gas emissions, and efficient energy use.

Parking

- The approved 2016 KP Railyards Medical Center Project included 3,200 parking spaces spread across two structures and a 200-space surface parking lot, including an initial 1,500 space parking garage on the western end of the project site, and an initial 450-space surface parking lot. The Proposed Phase 1 Project would include a single 1,500-parking-space,

⁴ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, page 2-86. The Energy Center was referred to as a Central Utility Plant in the 2016 SEIR.

417,500 sf structured parking garage on the eastern end of the project site, and a 200-space surface parking lot. Aside from the change in location of the Phase 1 garage relative to the conceptual placement shown in the 2016 RSPU SEIR, there is no change in the size of the parking garage, and a 250-space reduction in the size of the approved Phase 1 parking lot.

As summarized above and demonstrated in the following environmental checklist, the magnitude of the environmental impacts that would result from implementation of the Proposed Phase 1 Project would be either the same or reduced relative to impacts that would occur pursuant to implementation of the 2016 KP Medical Center Project and that were described in the 2016 RSPU SEIR.

At the time that future phase developments are proposed, the City will add future phases to the Proposed Phase 1 Project in order to compare the total project with the parameters of the project evaluated in the 2016 RSPU SEIR. The City will determine if the impacts of the total project are within the range of impacts anticipated to occur under the 2016 KP Railyards Medical Center Project, as disclosed in the 2016 RSPU SEIR.

Environmental Checklist

Explanation of Checklist Evaluation Categories

As described above, in considering the discretionary actions required for implementation of the Proposed Phase 1 Project, the City must comply with CEQA. To do so, it must determine the sufficiency of the environmental analyses in the 2016 RSPU SEIR to meet the requirements of CEQA necessary to support the Proposed Phase 1 Project approvals. As described in the Project Background, the analysis in the 2016 RSPU SEIR is the relevant analysis to the Proposed Phase 1 Project and is the focus of the checklist evaluation.

The purpose of the following checklist is to evaluate the categories in terms of any “changed condition” (i.e., project changes, changed circumstances, or new information of substantial importance) that may result in a different environmental impact significance conclusion. The row titles of the checklist include the full range of environmental topics, as presented in the 2016 RSPU SEIR. The column titles of the checklist have been modified to help answer the questions to be addressed pursuant to CEQA Section 21166 and State CEQA Guidelines Section 15162. A “no” answer does not necessarily mean that there are no potential impacts relative to the environmental category, but that there is no change in the condition or magnitude of the impact since it was analyzed and, in some cases, addressed with mitigation measures as applied in the 2016 RSPU SEIR.

For instance, the environmental categories might be answered with a “no” in the checklist because the impacts associated with the Proposed Phase 1 Project are adequately addressed and the environmental impact significance conclusions in of the 2016 RSPU SEIR remain applicable. The purpose of each column of the checklist is described below.

Where Impact was Analyzed in the Prior Environmental Document

This column provides a cross-reference to the pages of the 2016 RSPU SEIR where information and analyses may be found relative to the environmental issue listed under each topic.

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

Pursuant to Section 15162(a)(1), this column indicates whether there have been substantial changes proposed in the Proposed Phase 1 Project that would require major revisions of the 2016 RSPU SEIR environmental analyses due to the identification of new a significant environmental effect or a substantial increase in the severity of a previously identified impact.

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

Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether there have been substantial changes to the circumstances under which the project is undertaken that have occurred subsequent to the 2016 RSPU SEIR, which would result in the Proposed Phase 1 Project having a new significant environmental impact that were not considered in the 2016 RSPU SEIR or that substantially increase the severity of a previously identified impact.

Any Substantially Important New Information Requiring New Analysis or Verification?

Pursuant to Section 15162(a) (3) (A-D) of the CEQA Guidelines, this column indicates whether new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the 2016 RSPU SEIR was certified is available requiring an update to the prior analysis to verify that the environmental conclusions and mitigations remain valid. If the new information shows that: (A) the Proposed Phase 1 Project will have one or more significant effects not discussed in the prior environmental documents; or (B) that significant effects previously examined will be substantially more severe than shown in the prior environmental documents; or (C) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or (D) that mitigation measures or alternatives which are considerably different from those analyzed in the prior environmental documents would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative, the question would be answered ‘Yes’ requiring the preparation of a subsequent EIR or supplement to the 2016 RSPU SEIR.

However, if the additional analysis completed as part of this Environmental Checklist Review finds that the conclusions of the 2016 RSPU SEIR remain the same and no new significant impacts are identified, or identified significant environmental impacts are not found to be substantially more severe, the question would be answered ‘No’ and no additional EIR documentation (supplement to the EIR or subsequent EIR) would be required. Notably, where the

only basis for preparing a subsequent EIR or a supplement to an EIR is a new significant impact or a substantial increase in the severity of a previously identified impact, the need for the new EIR can be avoided if the project applicant agrees to one or more mitigation measures that can reduce the significant effect(s) at issue to less than significant levels. (See *River Valley Preservation Project v. Metropolitan Transit Development Board* (1995) 37 Cal.App.4th 154, 168.)

Mitigations Implemented or Address Impacts?

This column indicates whether the 2016 RSPU SEIR provided mitigation measures to address effects in the related impact category. Only relevant mitigation measures from the 2016 RSPU SEIR are included in this Addendum. In some cases, the mitigation measures have already been implemented since the time the 2016 RSPU EIR was certified. A “Yes” response will be provided in either instance. If “N/A” is indicated, this Environmental Checklist Review concludes that the impact would not occur with the Phase 1 Project and, therefore, no mitigation measures are needed. A “No” response indicates that mitigation measures are proposed in this document and have been agreed to by the applicant.

Discussions and Mitigation Sections

Discussion

A discussion of the elements of the checklist is provided under each environmental category to clarify the answers. The discussion provides information about the environmental issue, how the Proposed Phase 1 Project relates to the issue, differences in the potential impacts associated with the Proposed Phase 1 Project relative to those previously described in the 2016 RSPU SEIR, and the status of any mitigation that may be required or that has already been implemented.

Mitigation Measures

Applicable mitigation measures from the 2016 RSPU SEIR that apply to the Proposed Phase 1 Project are listed under each environmental category. New mitigation measures are included, if needed.

Conclusions

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

Land Use, Population, and Housing

In the 2016 RSPU SEIR, the City provided the discussion of Land Use, Population, and Housing impacts from the RSPU and project-level impacts from individual projects, including the 2016 KP Railyards Medical Center, in a separate Land Use, Population, and Housing chapter (Chapter 3). Chapter 3 provided an updated discussion of land use and planning issues that could arise in connection with planning, construction, and operation of the proposed developments within the RSPU Area. The City does not consider inconsistency with plan policies or codes to necessarily be indicative of significant environmental impacts. To the extent that significant environmental impacts would occur as a result of policy inconsistencies, they are disclosed in the environmental impact sections of the 2016 RSPU SEIR's Chapter 4 (Environmental Setting, Impacts, and Mitigation Measures).⁵

Chapter 3 of the 2016 RSPU SEIR describes existing population levels and housing trends in the City of Sacramento, identifying the RSPU's development assumptions and analyzing projected population and housing growth resulting from implementation of the RSPU and individual projects including the 2016 KP Railyards Medical Center Project, in relation to City projections.

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

Land Use and Planning

Project Site

Since the adoption of the 2016 RSPU SEIR, the project site has remained in an undeveloped state, essentially the same as the existing conditions when analyzed in the 2016 RSPU SEIR. However, development of the planned roads surrounding the project site has been completed, with the exception of grid connections to North B Street by 5th Street to the east of the project site.

Surrounding Land Uses

The project site is immediately north of Railyards Boulevard, east of Bercut Drive, south of Summit Tunnel Avenue, and west of 5th Street, located in the northwesterly portion of the RSP Area. The Central Business District (CBD) borders the RSP Area to the south and consists primarily of office and commercial uses, with some residential units. The CBD includes many government buildings, businesses, a major convention center and associated hotels, nearby Downtown Commons and Golden 1 Center, and the Old Sacramento historic district. The River District lies directly north/northeast of the RSP Area. The Sacramento Regional Water Treatment Plant (SRWTP) is located directly north of the western half of the Proposed Phase 1 Project site. The Alkali Flat residential neighborhood is situated to the south and east, generally north of F

⁵ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, page 3-1.

Street and east of 7th Street. Alkali Flat is an historic district, characterized by its late 19th/early 20th century Victorian homes.

South of the Proposed Phase 1 Project site is the historic Central Shops and the Sacramento Valley Station (SVS), a multi-modal transit facility which includes the historic depot building and associated rail platforms, the Steve Cohn Passageway, the Sacramento Regional Transit light rail station and bus bays, Amtrak Bus Bays, and associated walkways and parking lots. The SVS Area Plan, includes development of the proposed intermodal transit facility at the SVS, and surrounding mixed-use, office, residential and hotel uses, and continues to progress as a long-range master plan for the parcels within the RSP Area to the south of the Union Pacific Railroad tracks. Plan approval took place after the 2016 SVS Area Plan Addendum was approved in April 2021. Since its approval, no development activity has occurred pursuant to the SVS Area Plan.

Land Use and Zoning Designations

Land Use Designation

The RSP Area is envisioned to develop a dynamic, 24-hour mixed-use urban environment that provides a full range of complimentary uses in each land use designation. In 2015 the City adopted the Sacramento 2035 General Plan which established the Urban Center High (UCH)⁶ land use designation for most of the RSP Area, including the properties that make up the Proposed Phase 1 Project site. The RSPU and the 2016 RSPU SEIR maintained the UCH land use designation for the KP Medical Center project site. The UCH land use designation remained in place until the project site received a new land use designation of Public/Quasi-Public in the Sacramento 2040 General Plan, adopted in February of 2024.⁷

The 2040 General Plan defines Public/Quasi-Public land use designation as providing for “governmental, utility, institutional, educational, cultural, religious, and social facilities and services that complement Sacramento’s neighborhoods, centers, and corridors. The P/QP designation applies to various locations throughout the community, often within a well-landscaped setting.”⁸ As it pertains to the Proposed Phase 1 Project, “hospital” is among the allowable uses for land under the P/QP land use designation.

The Central City Community Plan (CCCP), a part of the 2040 General Plan, provides a refinement of the goals and objectives of the General Plan to serve as a guideline for development specifically within the CCCP area, which includes the RSP Area. The CCCP guides development policy and strategy within a Plan Area that includes the Central City Specific Plan Area, River District Specific Plan Area, and RSP Area. The CCCP was first adopted by the City in May 1980.

⁶ City of Sacramento, Sacramento 2035 General Plan Master EIR, Land Use Map Figure LU-1. Available at: <https://www.cityofsacramento.gov/community-development/planning/long-range/general-plan/2030-general-plan/2035generalplan>. Accessed on July 28, 2024.

⁷ City of Sacramento, Sacramento 2040 General Plan. Map LUP-5, General Plan Land Use Diagram. Available at: <https://www.cityofsacramento.gov/community-development/planning/long-range/general-plan/2040-general-plan>. Accessed on July 29, 2024.

⁸ City of Sacramento, Sacramento 2040 General Plan, Land Use Element. Available at <https://www.cityofsacramento.gov/community-development/planning/long-range/general-plan/2040-general-plan>. Accessed July 28, 2024.

It was in place during the preparation of the 2016 RSPU and was updated as part of the 2040 General Plan. The CCCP land use designations for the RSP Area that encompass the Proposed Phase 1 Project now include Residential Mixed Use (RMU), Public/Quasi-Public (PQP), and Parks and Recreation (PR). The project site is designated as Public/Quasi-Public (PQP) in the CCCP.⁹ The CCCP does not apply a minimum or maximum floor-area-ratio to the project site or provide policies that directly address the project site or Proposed Phase 1 Project.

Zoning

In the 2016 RSPU, individual zoning designations were replaced with special planning district (SPD) zoning designations for parcels in the RSP Area. The 2016 RSPU zoning designation for the Proposed Phase 1 Project site is H-SPD (Hospital-Special Planning District). Chapter 17.440 of the City’s Planning and Development Code (PDC) defines the Railyards SPD, and Section 17.440.090, regulates allowable uses within the H-SPD zone. Section 17.440.090(1) of the PDC identifies “Major Medical Facility” as an allowable use within the H-SPD zone, providing development and operations standards, the following of which defines structural, and parking limitations that are not to be exceeded within the zone:

- i. 658,000 square feet of hospital (420 in-patient bed maximum);
- ii. 510,000 square feet of medical clinic or office building;
- iii. 60,000 square feet of central utilities building;
- iv. 3,000 total parking stalls in no more than two parking structures, provided that neither parking structure may contain more than 1,500 stalls; and
- v. 200 permanent surface parking stalls.
- vi. There is no maximum height limit
- vii. Maximum allowable street wall height
 - a) 85 feet along Railyards Boulevard
 - b) 125 feet along Bercut Drive
 - c) 65 feet along 5th Street

There have been no changes to the H-SPD zoning since certification of the 2016 RSPU SEIR. Therefore, the Proposed Phase 1 Project is subject to and consistent with the same zoning requirements as were evaluated in the 2016 RSPU SEIR.

⁹ City of Sacramento, Sacramento 2040 General Plan, Central City Community Plan (CCCP). Pages 11-CC-10 to 11-CC-12. Available at: <https://www.cityofsacramento.gov/community-development/planning/long-range/general-plan/2040-general-plan>. Accessed July 29, 2024.

Comparative Impacts Discussion

Land Use Evaluation

As described in the 2016 RSPU SEIR, the RSP Area is adjacent to a number of established communities, including the Richards Boulevard Area, Alkali Flat residential neighborhood, the Central Business District, and Old Sacramento. Development of the RSP Area would introduce a mix of uses, including medical facilities, retail, commercial, parks and open space, cultural/entertainment, and public uses throughout the RSP Area and would not divide an established community.

The Proposed Phase 1 Project includes the construction of an acute care Hospital, a HSB, an Energy Center, and parking facilities. The approximately 17.5-acre project site is currently vacant but surrounded by urban land uses, in proximity to the Central Business District (CBD), the River District, and the multi-modal Sacramento Valley Station. Development of the Proposed Phase 1 Project would contribute to the mix of uses and enhance connectivity within the RSP Area, while providing essential medical services that would serve residents and employees throughout the region. The Proposed Phase 1 Project is designed with the intent to integrate seamlessly with ongoing improvements in the RSP Area, supporting the City of Sacramento's vision for this evolving urban district while maintaining compatibility with the surrounding neighborhoods and land uses.

Population and Housing

Relevant Changes to Project Related to Population and Housing

The Proposed Phase 1 Project would not include any residential development and would not affect population and housing. While residential projects would be developed on the remaining designated sites within the RSP Area as discussed in the 2016 RSPU SEIR, the Proposed Phase 1 Project would include a Hospital and supporting medical facilities. By bringing a large workforce and economic activity to the Railyards, the Proposed Phase 1 Project would enhance the ability to achieve adaptive re-use of the historic Central Shops district and include transit supportive uses contemplated in the prior planning documents and as analyzed in the previous environmental documents.

Relevant Changes to Environmental Setting

The area surrounding the Proposed Phase 1 Project site, as analyzed in the 2016 RSPU SEIR, has remained largely undeveloped since the certification of the SEIR, with the exception of development of the 345-unit AJ Apartments residential development at the southwest corner of Railyards Boulevard and 7th Street, construction of the Stormwater Outfall project, and the buildout of the planned internal road network that will serve the RSP Area. In the southern part of the RSP Area, the 150-unit Wong Center residential development at the northwest corner of F Street and 7th Street is complete, Tani Cantil-Sakauye Sacramento County Courthouse has been under construction since 2020 and is estimated to be completed in December of 2024. No other project has broken ground pursuant to implementation of the 2016 RSPU SEIR.

The City of Sacramento has experienced steady population growth over the past 8 years, as shown in **Table 2**. On page 3-42 of the 2016 RSPU SEIR, data was cited that projected City population would be 517,035 by 2020.¹⁰ As reflected in Table 2, estimated population growth in the 2016 RSPU SEIR projected population growth over the 13-year period between 2007 and 2020. With a decline in population associated with the COVID pandemic occurring between 2020 and 2023, the City now has an estimated 2024 population of 520,407, continuing on its longer range upward growth trajectory.

TABLE 2
CITY OF SACRAMENTO POPULATION AND HOUSING TRENDS, 2007-2024

	2007 ¹	2015 ²	2020 ⁴	2021 ⁴	2022 ⁴	2024 ⁴	Change 2007-2024	%Change 2007- 2024
Population	452,711	480,105	520,252	518,067	516,529	520,407	67,696	15.0
Housing Units	185,729	191,776	202,231	203,616	205,314	209,119	23,390	12.6

SOURCES

1. California Department of Finance. 2012. E-4 Population Estimates for Cities, Counties, and the State, 2001-2010, with 2000 & 2010 Census Counts. Revised November 9, 2012.
2. California Department of Finance. 2015. E-5 Population and Housing Estimates for Cities, Counties, and the State, January 1, 2011-2015, with 2010 Benchmark. Released May 1, 2015.
3. U.S. Census Bureau, American Fact Finder, Housing Units, 20019 Summary File, Accessed October 1, 2020.
4. California Department of Finance. 2024. E-5 Population and Housing Estimates for Cities, Counties, and the State. January 1, 2020-2024.

Comparative Impacts Discussion

The Proposed Phase 1 Project would not directly affect population growth and housing. The projected effect on population growth and housing demand during construction of the Proposed Phase 1 Project would be similar and relative to the anticipated effects identified for the 2016 RSPU SEIR.

According to the 2016 RSPU SEIR, the construction labor force in the region was considered to be sufficient to meet the needs of the project, and thus the temporary increase in employment at the project site was not expected to generate substantial new population growth in the area or generate the need for substantial new housing. As the Proposed Phase 1 Project would result in similar development on the project site this conclusion remains unchanged. As a result, the impact of the Proposed Phase 1 Project associated with population and housing growth during construction would be less than significant. Thus, no new or substantially more severe impacts would occur than was analyzed in the 2016 RSPU SEIR.

Operationally, the Proposed Phase 1 Project would have a similar effect on population growth and housing demand, relative to the anticipated effects identified for the 2016 RSPU SEIR. But only a portion of the overall effects on population and housing would occur with this initial phase of development. The Proposed Phase 1 Project would develop essentially the same uses on the project site that were described and analyzed in the 2016 RSPU SEIR. Therefore, the Proposed

¹⁰ Sacramento Area Council of Governments, Projection Data, 12-16-040, <http://www.sacog.org>, accessed June 16, 2006. As cited in City of Sacramento, 2007, RSP Draft EIR, August 2007, p. 5-2.

Phase 1 Project would not have a changed effect related to population and housing demand relative to projected impacts to population and housing demand anticipated to occur pursuant to buildout of the 2016 KP Medical Center Project as analyzed in the 2016 RSPU SEIR. For these reasons, the Proposed Phase 1 Project would continue to have a less-than-significant effect related to population growth during construction and operations.

Conclusion

Changes introduced by the Proposed Phase 1 Project and/or new circumstances relevant to the Phase 1 Project would not result in a new significant impact or significant impacts related to land use, planning and population, and housing that are substantially more severe than significant impacts previously disclosed in the 2016 RSPU SEIR. In addition, there is no information of substantial importance showing that mitigation measures or alternatives previously found not to be feasible in the 2016 RSPU SEIR would in fact be feasible and would substantially reduce one or more significant effects of the Proposed Phase 1 Project.

Issues Previously Determined to be Less than Significant

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

Agricultural and Forestry Resources

There is no area within the Proposed Phase 1 Project site that is under a Williamson Act contract or land that has been designated as agricultural land, Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. No existing zoning for forest land, timberland or timberland zoned Timberland Production exists within the footprint of the Proposed Phase 1 Project. The Proposed Phase 1 Project would not contribute to the conversion of farmland to non-agricultural uses and implementation of the Phase 1 Project would not create any conflicts with existing agricultural uses. Therefore, this impact is not discussed further.

Mineral Resources

The Proposed Phase 1 Project site is located in a disturbed environment surrounded by urban uses. Due to the site's previous use as an active railyard and based on previous environmental analysis of the site in the 2016 RSPU SEIR no risk of impact to important mineral resources was expected. Therefore, implementation of the Proposed Phase 1 Project would not result in the potential to cause loss of a local or regionally identified mineral resource and this impact was not determined to be significant. This impact is not discussed further.

Wildfire

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

Environmental Analysis

Aesthetics

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

Discussion

Relevant Changes to Project Related to Aesthetics

The Proposed Phase 1 Project site encompasses approximately 17.5 acres within the RSP Area, specifically located at the northeast corner of Railyards Blvd. and Bercut Dr., adjacent to Interstate 5. The Proposed Phase 1 Project would have a similar footprint compared to the anticipated development in the 2016 KP Railyards Medical Center project. Under the Proposed Phase 1 Project the Hospital buildings would reach a maximum height of 155 feet, approximately 75 feet lower than the 230-foot height of the hospital structure described in the 2016 RSPU SEIR. This reduction in height and mass would help maintain the visual character of the surrounding area, minimizing potential conflicts with the riverfront character and reducing the overall visual impact. Additionally, the Proposed Phase 1 Project would include extensive landscaping and open spaces, further enhancing the aesthetic appeal of the site.

The 2016 RSPU SEIR described existing visual characteristics on-site and in the vicinity of the RSP Area, and evaluated the overall potential impacts related to aesthetics, light, and glare that could result from the implementation of the RSPU. The Proposed Phase 1 Project, with its emphasis on sustainability and innovative design, would integrate with the ongoing

improvements in the RSP Area, supporting the RSPU’s aesthetic vision for the evolving urban district.

Relevant Changes to Environmental Setting

At the time that the 2016 RSPU SEIR was prepared, the visual character of the RSP Area (including the Proposed Phase 1 Project site) was dominated by reminders of its historic railroad past, including the UPRR main railroad lines, rail spur lines that traverse the site, the red-brick Depot building and Railway Express Annex buildings, and the Central Shops buildings.

The project site is currently vacant, covering multiple parcels within the RSP Area. The only change to the physical setting since the 2016 RSPU SEIR certification is development of the 345-unit AJ Apartments and the 150-unit Wong Center residential developments within the RSP Area to the east of the project site, which has been developed consistent with the RSPU, completion of the Stormwater Outfall project, as well as buildout of most of the RSP Area roadway network, including stoplights at intersections sidewalks and streetlights. In the southern portion of the RSP Area, the construction of the Sacramento County Courthouse, a new high-rise structure, is nearly complete.

There have been no substantial changes to the visual setting of the project site or vicinity that would result in the Proposed Phase 1 Project having new significant impacts related to aesthetics, light, and glare that were not considered in the prior environmental documents or that would substantially increase the severity of previously identified impacts. Furthermore, the changes to the Proposed Phase 1 Project, such as the removal of the helipad and the overall reduction in building height and mass, would result in lesser impacts to the environmental setting than previously proposed.

Comparative Impacts Discussion

Views

The 2016 RSPU SEIR determined that implementation of the RSPU would create a series of visual changes to the RSP Area, transitioning it from an undeveloped vacant former industrial site to an urbanized extension of downtown Sacramento.¹¹ The Proposed Phase 1 Project would effectively visually extend and provide continuity of the present western boundaries of Sacramento’s Downtown towards the north and would contribute to the development of a currently vacant area. The 2016 RSPU SEIR determined that, although views of and from the project site would be modified from the existing conditions, the development pursuant to implementation of the RSP at the project site would not degrade the existing visual character or quality of the site and its surroundings. Rather, development consistent with the RSPU would contribute to the visual character and interest of downtown Sacramento and the historic Railyards. Additionally, the 2016 RSPU SEIR determined that development of the 2016 KP Medical Center

¹¹ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, page 4.1-61.

Project would not degrade the existing visual quality of the area or obstruct key existing views and/or vistas in the vicinity, and the impact was considered less than significant.¹²

The project site is currently visible from Railyards Boulevard, 5th Street, and the UPRR tracks. The views are dominated by the vacant nature of the site, although the historic brick facades of the Railyards Depot define some aspects of the visual character. The Proposed Phase 1 Project would introduce significant new structures to the site. These buildings, with a maximum height of 155 feet for the Hospital towers, would be visible from surrounding streets and the railway. The 2016 KP Medical Center project included taller structures, potentially up to 230 feet, which would have had a greater impact on the visual environment. In contrast, the Proposed Phase 1 Project features Hospital towers with a maximum height of 155 feet, resulting in a reduced visual impact. Additionally, the removal of the helipad from the Proposed Phase 1 Project further decreases potential impacts to surrounding views.

An approximately 417,500 sf parking structure would be situated in the northeast quadrant of the site and visible from Railyards Boulevard and surrounding areas. The parking structure would have 6 stories, with 7 parking levels, rising to a height of approximately 70 feet, consistent with the 2016 KP Railyards Medical Center project. Solar panels may be installed on the top deck of the parking structure, adding approximately 25 feet of height, making the total height potentially approximately 95 feet. Temporary surface parking lots would be developed to support the medical center during phased development, with additional landscaping enhancements to ensure visual integration with the surrounding development. Temporary staging areas would be used for construction, but there would be no significant impacts as they are temporary and will be removed once construction is complete. There would be no substantial changes to the parking structure design from what was previously analyzed, as the 2016 RSPU SEIR analyzed two 1,500-stall garages, one in the southwest (Phase 1) and one in the northeast (Phase 2) sections of the project site. The Proposed Phase 1 Project garage would be in a different location relative to the placement of the Phase 1 garage in the conceptual site plan provided in the 2016 RSPU SEIR. However, the proposed garage would generally occupy a similar space to the conceptual location of the Phase 2 parking garage from the 2016 KP Medical Center Project, as shown in Figure 2-25 of the 2016 RSPU SEIR, *Illustrative Site Plan: KP Medical Center – Phase 2*.

As identified in the previous environmental documents, all projects in the RSP Area, including the project site, would be subject to the Railyards Design Guidelines, City's Site Plan and Design Review and/or Preservation Review permit process. The objectives of these policies and guidelines are to ensure that development is consistent with design standards identified in the RSPU, is of high quality, and compatible with surrounding development, thus avoiding adverse impacts to views to and from the site within the context of a built-up urban setting. The 2016 RSPU SEIR identified that all projects in the RSP Area would be subject to the City's Site Plan and Design Review and/or Preservation Review permit process.

Consequently, as compared to the KP Railyards Medical Center Project analyzed in the 2016 RSPU SEIR, changes introduced by the Proposed Phase 1 Project and/or new circumstances

¹² City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, page 4.1-67.

relevant to the Phase 1 Project would not result in new significant adverse impacts to views or result in significant impacts that are substantially more severe than impacts previously disclosed.

Visual Character

The 2016 RSPU SEIR determined that implementation of the RSPU, including the 2016 KP Railyards Medical Center, would create a series of visual changes to the RSP Area, changing it from an undeveloped, vacant former industrial site to an urbanized extension of downtown Sacramento, and a visual transition from the CBD to the lower-scale more industrial visual character of the River District.¹³ Consistent with this description, the Proposed Phase 1 Project would develop the existing vacant site at the northeast corner of Railyards Blvd. and Bercut Dr. as described in the 2016 RSPU SEIR. The Proposed Phase 1 Project includes constructing an acute care Hospital, HSB, Energy Center, structured parking facilities and temporary surface lots, enhancing the visual character of the area with modern and complementary architectural elements. The Proposed Phase 1 Project also involves creating landscaped areas to ensure aesthetic integration with the surroundings. The design of these new structures would align with the historical and urban context of the Railyards, maintaining consistency with the uses identified in the RSPU and evaluated in the 2016 RSPU SEIR. Since the design elements and overall impact remain consistent with approved RSPU and the approved 2016 KP Railyards Medical Center project, the effects of the Proposed Phase 1 Project on visual character would be less than significant as described in the 2016 RSPU SEIR.

The 2016 RSPU SEIR identified that all projects in the RSP Area would be subject to the City's Site Plan and Design Review and/or Preservation Review permit process, including the Proposed Phase 1 Project.¹⁴ As compared to proposed development of the project site analyzed in the 2016 RSPU SEIR, changes introduced by the Proposed Phase 1 Project and/or new circumstances relevant to the Phase 1 Project would not result in new significant adverse impacts on the visual character of the site or its surroundings or result in significant impacts that are substantially more severe than impacts previously disclosed.

Lighting

The 2016 RSPU SEIR determined that implementation of the KP Railyards Medical Center project would result in an increase in ambient light in the project area.¹⁵ With full implementation of the Proposed Phase 1 Project, there would be extensive urban development, with nighttime light being emitted from buildings, streetlights, signage, vehicles, and other sources.

The 2016 RSPU SEIR determined that exterior nighttime lighting from parking facilities, patient rooms, and surface lighting would result in some spillover light, and concluded that due to the substantial distance of the proposed Medical Center to existing residences there would be a low

¹³ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, page 4.1-61.

¹⁴ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, page 4.1-61.

¹⁵ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, page 4.1-81.

potential for spillover light on existing nearby residences.¹⁶ Thus, the impacts associated with increased ambient and spillover light from the proposed KP Railyards Medical Center were determined to be less than significant. The Proposed Phase 1 Project would construct and operate proposed structures at similar locations to the locations of the 2016 KP Medical Center analyzed in the 2016 RSPU SEIR and would have the same intensity levels of light impacts that were anticipated in the SEIR. The proposed Hospital structure would have a lower height than described in the 2016 RSPU SEIR, decreasing the visibility of the proposed structures from distant viewpoints. The proposed structures would continue to be located a substantial distance from existing residences outside of the RSP Area, as identified in the 2016 RSPU SEIR, resulting in a similar intensity of light impacts that would remain less than significant.

Glare

The 2016 RSPU SEIR determined that because the proposed buildings in the KP Medical Center would be clad with a combination of glazed and non-glazed surfaces, with the maximum glazing of approximately 40%, it was unlikely that substantial glare would be produced, concluding that development of the 2016 KP Medical Center Project would have a less-than-significant effect related to the creation of new sources of glare.¹⁷

The RSP Area's street lighting includes streetlights at regular intervals along Railyards Boulevard and Bercut Drive. The surrounding areas, including the CBD, Alkali Flat, and the River District, are already urbanized and subject to substantial amounts of existing nighttime ambient light. As described in the application for Site Plan and Design Review, the Proposed Phase 1 Project would include both area lighting from poles and accent lighting for place-making elements. Additional lighting would illuminate various spaces throughout the Proposed Phase 1 Project, such as pedestrian pathways and landscaped areas. Downward-facing, shielded security lighting would be provided throughout the site to minimize light spillover and glare. The proposed lighting would have a similar light spillover effect to the anticipated effects as disclosed in the 2016 RSPU SEIR. The design incorporates downward-facing, shielded lighting to minimize glare and ensure safety without contributing to light pollution.

The architectural design of the Hospital and HSB would avoid the use of highly reflective materials that could substantially increase glare. The exterior facades would be constructed with non-reflective materials, maintaining the existing visual character. Windows and glazing would be made of non-reflective materials to prevent glare. The parking structures and other ancillary buildings would also utilize non-reflective materials to ensure that the Proposed Phase 1 Project would not introduce new sources of glare into the environment. Overall, the Proposed Phase 1 Project would align with the visual and lighting standards established in the 2016 RSPU SEIR, ensuring that any new lighting or structural elements do not adversely impact the visual quality or create significant glare in the surrounding area.

¹⁶ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, page 4.1-81.

¹⁷ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, page 4.1-88.

The 2016 RSPU SEIR identified that proposed RSPU Design Guidelines include provisions that would regulate lighting design and illumination in both public and private realms. For example, in the public realm, streetlights are limited to heights of no more than 18 feet, except on large streets where they could rise to 30 feet and would be required to be shielded and downward facing. In the private realm, levels of illumination would be required to avoid “over illuminating,” and façade lighting would be encouraged to “include internal reflector caps, refractors, or shields that would avoid glare or reflection across property edges onto adjacent buildings.” In addition, the 2016 RSPU SEIR identified the lighting characteristics of future development in the RSP Area would be subject to and considered in the City’s Site Plan and Design Review permit process.

Mitigation Measures

2016 RSPU SEIR Mitigation Measures

There are no mitigation measures from the 2016 RSPU SEIR that are required.

Additional 2024 Mitigation Measures

No additional mitigation measures are proposed.

Conclusion

As compared to development of the project site analyzed in the 2016 RSPU SEIR, changes introduced by the Proposed Phase 1 Project and/or new circumstances relevant to the Proposed Phase 1 Project would not result in new significant impacts relating to aesthetics, light, and glare, or significant impacts that are substantially more severe than impacts previously disclosed. No new mitigation measures would be required.

In addition, there is no new information of substantial importance showing that the Proposed Phase 1 Project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the 2016 RSPU SEIR. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the Proposed Phase 1 Project, but the project proponents decline to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the 2016 RSPU SEIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative. For these reasons, the conclusions of the 2016 RSPU SEIR remain valid and project effects related to aesthetics, light, and glare from the Proposed Phase 1 Project would not require the preparation of a subsequent EIR.

Air Quality

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
3. Air Quality. Would the project:					
a. Conflict with or obstruct implementation of the applicable air quality plan?	RSPU SEIR page 4.2-33 to 4.2-39	No	No	No	N/A
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	RSPU SEIR page 4.2-39 to 4.2-61	No	No	No	Yes 2016 RSPU SEIR MM 4.2-2(a–d)
c. Expose sensitive receptors to substantial pollutant concentrations?	RSPU SEIR page 4.2-61 to 4.2-65	No	No	No	N/A
d. Result in other emissions (such as those leading to odors) affecting a substantial number of people?	RSPU SEIR pages 4.2-66 & 4.2-67	No	No	No	N/A
e. Result in wind hazard	RSPU SEIR pages 4.2-72 to 4.2-73	No	No	No	Yes 2016 RSPU SEIR MM 4.2-7

Discussion

Relevant Changes to Project Related to Air Quality

The Proposed Phase 1 Project would include design elements intended to substantially reduce operational emissions from facility energy use, most notably the change from a traditional gas-fired CUP that was described and evaluated in the 2016 RSPU EIR to an all-electric Energy Facility. The Proposed Phase 1 Project would construct a Hospital that would include 312 of the 420 hospital beds included in the approved 2016 KP Railyards Medical Center Project. The Phase 1 Project would include a 171,500-square foot HSB, which would be reduced in size from the 210,000-square-foot HSB analyzed in the 2016 RSPU SEIR. The proposed Energy Center would be reduced in size relative to the facility analyzed in the 2016 RSPU SEIR (from 60,000 square feet to 32,500 square feet), and as noted above, has been changed from a traditional gas-fired CUP to an all-electric Energy Facility. Additionally, the Proposed Phase 1 Project would include advanced design elements intended to reduce operational energy use. Collectively, these changes would result in construction and operational impacts related to air quality that would be less than the overall air quality impacts anticipated for the 2016 KP Railyards Medical Center Project.

As described in the 2016 RSPU EIR, the RSP requires all facilities in the RSP Area to comply with Title 24 (California Energy Efficiency Standards). The Proposed Phase 1 Project would comply with the most recent Title 24 standards, which increase efficiency requirements compared to the standards in place in 2016. Additionally, the Proposed Phase 1 Project would be designed, constructed, and operated to meet the LEED Gold level of certification.

The Proposed Phase 1 Project would facilitate the use of current and future planned multiple modes of transit, as it locates healthcare services adjacent to a multi-modal transit facility. While these uses were contemplated in the 2016 RSPU SEIR, the Proposed Phase 1 Project advances the planning of such uses, providing greater definition of anticipated development, and incorporating GHG-reduction measures into the project design.

Relevant Changes to Environmental Setting

As described in the 2016 RSPU SEIR, the Proposed Phase 1 Project site is located within the Sacramento Valley Air Basin (SVAB). The SVAB is designated as a nonattainment area with respect to State and federal ozone standard, and the 24-hour federal PM_{2.5} standard and State PM₁₀ standards. The SVAB is designated as either attainment or unclassified with respect to all other state and federal ambient air quality standards. The SVAB continues to experience exceedances of the ozone and particulate matter (PM₁₀ and PM_{2.5}) standards.

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

The nearest sensitive receptors to the Proposed Phase 1 Project site outside of the RSP Area are residences located approximately 650 feet to the north of the project site at 434 and 440 North B Street. Within the RSP Area the AJ Apartments residential project is approximately 700 feet east of the project site and is anticipated to reach full occupation before completion of construction of the Proposed Phase 1 Project. The Wong Center is over 1,300 feet southeast of the Proposed Phase 1 Project site. The presence of these sensitive receptors was described and/or anticipated in the 2016 RSPU SEIR, and do not represent a change in circumstances since certification of the SEIR.

Comparative Impacts Discussion

Consistency with Clean Air Plan

The *2017 Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan* which addresses attainment of the federal 8-hour ozone standard, and the *2015 Triennial Report and Plan Revision*, are the latest plans issued by the SMAQMD, which incorporate land use assumptions and travel demand modeling from the Sacramento Area Council of Governments (SACOG). To determine compliance with the applicable air quality plan, the SMAQMD

recommends comparing the project to the SACOG growth projections included in the *Metropolitan Transportation Plan/Sustainable Communities Strategy* (MTP/SCS).

The analysis in the 2016 RSPU SEIR included the development of the 2016 KP Railyards Medical Center at the project site within the RSP area. The development assumptions were based on the background development assumptions derived from the SACOG 2012 MTP/SCS. The 2016 RSPU SEIR assumed the development of the 2016 KP Railyards Medical Center within these assumptions. The development also aligned with the land use designations and policies established in the RSPU, which anticipated the introduction of healthcare facilities as part of the urbanized extension of downtown Sacramento. Buildout projections based on these assumptions was carried forward into subsequent MTP/SCS iterations, including the SACOG 2016 MTP/SCS which forms the basis of *2017 Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan*, the applicable air quality plan for the SVAB.

Although the overall RSP developments would be consistent with the SACOG 2016 MTP/SCS, as discussed under Operational Impacts, upon full buildout of the RSP, unmitigated operational emissions of ROG and NOx emissions were determined to exceed the threshold of 65 pounds per day and were be considered significant for CEQA purposes. The 2016 RSPU SEIR determined that if not mitigated, the pollutant emissions generated during future operations of the developments within the RSP could conflict with or obstruct implementation of applicable air quality plans.

The 2016 RSPU SEIR recognized that the RSPU incorporated a range of policies which implemented a set of measures that were included in the 2007 RSP EIR Air Quality Mitigation Plan, including requirements for bike parking, proximity to bike lanes, pedestrian networks, bus and transit service, traffic calming, residential density, mixed uses, and others. These measures, presented in Table 4.2-8 of the 2016 RSPU SEIR were determined to be sufficient to achieve a 15 percent reduction in onsite emissions in the RSP Area. Focused analysis of the 2016 KP Railyards Medical Center noted that “the KP Medical Center 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,” and that the impact was less than significant.¹⁸

The Proposed Phase 1 Project incorporates most of the measures that were included in the 2007 AQMP. In addition, changes in policies, regulations, and building standards have reduced direct and indirect emissions of new development (e.g., CALGreen, Title 24). The project site’s strategic location within the Sacramento urban core, with access to diverse land uses accessible via various modes of transportation, in combination with the Proposed Phase 1 Project design, would help achieve some level of reductions in emissions from transportation sources. The design of the Proposed Phase 1 Project would incorporate modern, sustainable building practices aimed at minimizing air quality impacts. The central location of the Proposed Phase 1 Project would promote the use of public transportation and non-motorized travel, further reducing potential emissions. The Proposed Phase 1 Project would be a portion of the 2016 KP Medical Center

¹⁸ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, page 4.2-38.

Project analyzed in the 2016 RSPU SEIR, but with a reduction in size of the HSB. As proposed, the Hospital building will be developed to have an initial capacity of 312 hospital beds, within the total 420 planned hospital beds analyzed in the 2016 RSPU SEIR. In addition, the Proposed Phase 1 Project would have a smaller Energy Center, developing a 32,500 square foot facility, which would be substantially smaller than the 60,000 square foot CUP included in the 2016 KP Medical Center project. And importantly this facility would be all-electric, rather than the traditional gas-fired CUP described in the 2016 RSPU SEIR. These changes would result in similar or decreased construction and operational impacts, which would not exceed emissions levels analyzed in the 2016 RSPU SEIR. Therefore, this impact is considered less than significant. Any additional reduction of emissions resulting from the City fulfilling its commitment to implement the project under the updated GHG reduction plan would be additive to the reductions already incorporated through land use decisions and Proposed Phase 1 Project design.

Construction Impacts

The 2016 RSPU SEIR identified significant air quality impacts during construction, which were mitigated to a less than significant level with the implementation of identified mitigation measures detailed below.¹⁹ Construction activities associated with the Proposed Phase 1 Project would be similar to those described in the 2016 RSPU SEIR, and would consist of site grading, excavation for infrastructure and building foundations, building construction, exterior finishing, and paving and landscaping installation. Emissions would be generated from the operation of construction equipment and vehicles used to transport workers, equipment, and materials to the project site.

Impacts would be similar to those disclosed previously and would result in a significant impact without implementation of SMAQMD's Basic Construction Emission Control Practices to control PM₁₀ and PM_{2.5}. All construction activities would be required to implement Mitigation Measures 4.2-2(a) through 4.2-2(d) to reduce this impact to a less than significant level.²⁰ These measures include the SMAQMD's Basic Construction Emission Control Practices to control PM₁₀ and PM_{2.5} during construction and would reduce construction impacts from the Proposed Phase 1 Project to a less than significant level, as was described in the 2016 RSPU SEIR.

Operational Impacts

As analyzed in the 2016 RSPU SEIR, incremental build-out of the RSPU, including the 2016 KP Railyards Medical Center Project, was found to result in emissions of ROG and NO_x that would exceed the SMAQMD significance thresholds resulting in a significant impact. SMAQMD recommends that lead agencies require projects generating ROG and/or NO_x emissions that exceed the SMAQMD daily thresholds to reduce their ozone precursor emissions from transportation sources by 15 percent. This percentage is determined based on the project location within the Sacramento Urban Core, which is part of the SIP.

¹⁹ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, page 4.2-46.

²⁰ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, pages 4.2-49 to 4.2-51.

Using the SMAQMD Recommended Guidance for Land Use Emission Reduction, the 2016 RSPU SEIR estimated that all proposed projects, including 2016 KP Medical Center project, 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 were found to exceed the SMAQMD threshold of 65 pounds per day resulting in a significant and unavoidable impact, consistent with the conclusion in the 2007 RSP EIR.

The 2016 RSPU SEIR analyze the impacts from operation of the 2016 KP Medical Center Project, at a project level, identifying that primary sources of pollutant emissions during the operation of the KP Medical Center would be from project-related motor vehicle trips, occasional helicopter trips, and onsite area and energy sources (e.g., natural gas combustion for space and water heating and landscape maintenance).²¹ As compared to the 2016 KP Medical Center Project, the changes introduced by the Proposed Phase 1 Project include a reduction in the size of the HSB, exclusion of a helistop, reduction in the size of the Energy Center, conversion of the CUP to an all-electric Energy Center, and change to project design to develop the KP Railyards Medical Center as all-electric facility.

As proposed, the Hospital would be developed with an initial capacity of 312 hospital beds, within the total 420 hospital beds planned for full buildout of all phases analyzed in the 2016 RSPU SEIR. The smaller square footage of the proposed HSB would be anticipated to decrease overall air quality impacts by generating fewer emissions from operational energy use on site and from associated mobile emissions.

The Proposed Phase 1 Project also changes the 2016 KP Railyards Medical Center Project to an all-electric facility. The Proposed Phase 1 Project is a portion of the ultimate KP Railyards Medical Center and would not necessarily change the proposed size of the future buildout of the medical center as analyzed in the 2016 RSPU SEIR. However, the 2016 KP Medical Center Project included the use of fossil fuels in project operations. The shift to an all-electric facility would result in an overall reduction in related facility emissions. Therefore, the scale of operational emissions from area sources, stationary sources, and mobile sources under the Proposed Phase 1 Project would not exceed what was previously analyzed in the 2016 RSPU SEIR. The Proposed Phase 1 Project would implement measures required in the RSPU and would also benefit from its design features and location as a high-density, mixed-use, transit-oriented development within the Sacramento urban core, providing access to land uses in the area and a variety of transportation options. For these reasons, vehicle trips generated by the implementation of the Proposed Phase 1 Project would not generate operational emissions beyond what was previously disclosed in the 2016 RSPU SEIR.

Much of the SMAQMD-required 15 percent reduction in operational mobile source emissions would be achieved by project design and the implementation of measures in the RSPU, consistent with what was estimated in the 2016 RSPU SEIR analysis. Based on the 2016 RSPU SEIR analysis, this reduction would not reduce operational emissions to a level below SMAQMD

²¹ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, pages 4.2-54 to 4.2-55.

operational thresholds. Therefore, the operational impact of the Proposed Phase 1 Project would be considered significant and unavoidable, consistent with the conclusions in 2016 RSPU SEIR analyses. Consistent with the direction of the SMAQMD regarding the 2016 RSPU SEIR analysis, no further mitigation would be required.²²

Health Risk to Existing and Future Receptors

The 2016 RSPU SEIR analysis included a health risk assessment (HRA) which evaluated the cancer risks and non-cancer related health effects associated with exposure to toxic air contaminants (TAC) emitted by the 2016 KP Railyards Medical Center Project.²³ The 2016 RSPU SEIR anticipated project emissions to include TAC from diesel particulate matter (DPM) from construction equipment exhaust. Other sources of TAC from the 2016 KP Railyards Medical Center Project would include stationary sources, such as emergency diesel backup generators and onsite boilers.

The 2016 RSPU SEIR analysis of health risk associated with construction emissions from the 2016 KP Medical Center Project determined the impact to be less than significant. Because the duration of the proposed construction activities would only constitute a small percentage of the total 30-year exposure period, the analysis determined that the project would not result in TAC concentrations that would cause significant health risks.²⁴ The construction activities for the Proposed Phase 1 Project would only build a portion of the approved 2016 KP Medical Center Project, as analyzed in the 2016 RSPU SEIR. Thus, construction TAC emissions generated during construction would be within emissions levels analyzed in the 2016 RSPU SEIR, which were determined to result in less-than-significant health risks.

Once operational, the proposed uses could include additional DPM sources such as diesel emergency generators and diesel-fueled vehicle trips generated by the Proposed Phase 1 Project. The 2016 RSPU SEIR evaluated health risks associated with operations of the 2016 KP Medical Center Project. That analysis evaluated the impacts of operation of natural-gas fired boilers in the Central Utility Plant as well as cancer risk from operation of the backup generators combined with risks from I-5 traffic emissions. The 2016 RSPU SEIR determined that development of the 2016 KP Medical Center project would not result in a significant operational impact related to cancer risk or chronic health hazards.²⁵ Under the Proposed Phase 1 Project, the KP Railyards Medical Center would be an all-electric facility, no longer including natural-gas fired boilers and could lower levels of mobile emissions due to the reduction in capacity associated with a reduction in the size of the HSB relative to what was analyzed in the 2016 RSPU SEIR. Thus, relative to those identified for the 2016 KP Medical Center Project in the 2016 RSPU SEIR, the Proposed Phase 1 Project would result in less localized TAC emissions and associated health

²² City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, page 4.2-58.

²³ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, pages 4.2-63 to 4.2-64.

²⁴ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, pages 4.2-63 to 4.2-64.

²⁵ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, pages 4.2-63 to 4.2-64.

risks. Therefore, the impacts related to health risk from operational TAC emissions would result in a less than significant impact, as described in the 2016 RSPU SEIR.

Carbon Monoxide and Other Pollutants

As part of revisions to the SMAQMD CEQA guidance since the publication of the 2016 SEIR, pollutants such as CO, sulfur dioxide (SO₂) and lead are of less concern for the region because operational activities are not likely to generate substantial quantities of these criteria air pollutants and the SVAB has been in attainment for these criteria air pollutants for multiple years.²⁶ Consequently, quantification of CO concentrations near roadways is no longer part of their analysis expectations and is therefore not included in this analysis.

Odors

The 2016 RSPU SEIR identified the Sacramento River Water Treatment Plant (SRWTP), located adjacent to the RSP Area to the northwest, as a potential source of odor that future receptors in the RSP Area could be exposed to. However, since no uses proposed adjacent to the SRWTP would be odor-sensitive and there would be an adequate buffer distance between the SRWTP and the nearest on-site odor-sensitive uses, odor impacts were determined to be less than significant.

The project site is located approximately 1,000 to 1,500 feet south of the SRWTP and the Proposed Phase 1 Project does not include any residential uses. Therefore, odor impacts from the Proposed Phase 1 Project would remain less than significant, as described in the 2016 RSPU SEIR.

Wind Hazard

The 2016 RSPU SEIR analyzed the potential for the 2016 KP Medical Center Project to alter wind speed at ground level. As discussed in the SEIR, the most frequent winds are from the southwest.²⁷ Less frequent but stronger winds that could create hazardous wind conditions are winds from the north, northwest, south, and southeast. Previous wind-tunnel tests conducted for buildings in downtown Sacramento show that constructing a mid- to high-rise building could be expected to result in increased ground-level wind speeds and may also result in a wind hazard.²⁸ The 2016 RSPU SEIR concluded, based on potential wind conditions at the project site, that buildings 85-feet to 100-feet tall have the potential for creating hazardous ground level winds if they are fully exposed to exceptionally strong winds.²⁹ Given this threshold, the City determined that the 230-foot hospital included in the 2016 KP Medical Center Project illustrative site plan analyzed in the 2016 RSPU SEIR would have a potentially significant impact related to wind hazards. Mitigation Measure 4.2-7 was considered to assure that future buildings developed in the RSP Area would not cause hazardous wind conditions for pedestrians by requiring all buildings

²⁶ SMAQMD, 2019. Guide to Air Quality Assessment in Sacramento County - Chapter 4 Operational. July 2019. Available: <http://www.airquality.org/LandUseTransportation/Documents/Ch4OperationalFinal7-2019.pdf>.

²⁷ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, pages 4.2-14 to 4.2-16.

²⁸ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, pages 4.2-14 to 4.2-16.

²⁹ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, pages 4.2-73.

with heights above 85-feet to be evaluated by a qualified wind expert and potential wind-tunnel testing of those buildings.

The Proposed Phase 1 Project would develop structures similar to the illustrative structures analyzed in the 2016 RSPU SEIR. Although the Hospital structure would be 75-feet shorter than the approved hospital height, the maximum height of proposed structures, including the Hospital, HSB, and parking structure would exceed 85 feet, the height threshold established in the 2016 RSPU SEIR for having the potential to create hazardous ground-level winds. Mitigation Measure 4.2-7 would implement a process through which building design could be analyzed and modified to ensure Proposed Phase 1 Project buildings would not cause hazardous wind conditions reducing impacts related to hazardous wind to less than significant.

Mitigation Measures

2016 RSPU SEIR Mitigation Measures

Mitigation Measure 4.2-2(a)

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

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

Mitigation Measure 4.2-2(b)

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

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

completely or partially replace this mitigation. Consultation with the SMAQMD prior to construction will be necessary to make this determination.

Mitigation Measure 4.2-2(c)

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

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

Mitigation Measure 4.2-2(d)

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

Mitigation Measure 4.2-7

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:

- 1) *New buildings with heights of more than 85-feet shall be evaluated by a qualified wind expert to determine the potential to cause a 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.

- 2) *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.*

Additional 2024 Mitigation Measures

No additional mitigation measures are proposed.

Conclusion

The Proposed Phase 1 Project would be constructed within the footprint previously analyzed in the 2016 RSPU SEIR. As compared to the 2016 RSPU SEIR, changes introduced by the Proposed Phase 1 Project and/or new circumstances relevant to the Phase 1 Project would not result in a new significant impact or significant impacts related to air quality that are substantially more severe than significant impacts previously disclosed.

In addition, there is no new information of substantial importance showing that the Proposed Phase 1 Project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the 2016 RSPU SEIR. Nor is there new information of substantial importance showing that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project. For these reasons, the conclusions of the 2016 RSPU SEIR remain valid and project effects related to air quality would not require the preparation of a subsequent EIR.

Biological Resources

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

Discussion

Relevant Changes to Project Related to Biological Resources

The 2016 RSPU SEIR evaluated potential biological resources effects resulting from development of the 2016 KP Medical Center Project, which included a conceptual site layout that placed proposed structures and development across the project site, as described starting on page 7 and shown in Figure 4, above. Relevant to biological resources, the area of development would remain the same as was analyzed in the 2016 RSPU SEIR, with the exception that the current development proposal would use an undeveloped parcel adjacent to the project site as a construction laydown area.

Relevant Changes to Environmental Setting

The Proposed Phase 1 Project site, located in the northwestern portion of the RSP Area, is characterized by existing roadways, and other built infrastructure, vacant lands with habitats that include disturbed/ruderal habitat, barren access roads, soil and rock stockpiles, and small patches of remnant riparian plant species. Vegetation in vacant areas predominantly includes ornamental vegetation and ruderal weed species. There is no aquatic habitat on the project site. The project site and the larger RSP Area are surrounded on three sides by urban development and are not situated in the vicinity of areas of higher-quality wildlife habitat. Therefore, the majority of the RSP Area does not function as a terrestrial wildlife movement corridor.

The Proposed Phase 1 Project site primarily consists of previously developed urban land with barren access roads, soil and rock stockpiles, and vacant ruderal habitat. Land uses and habitat on the project site, which is a subset of the RSP Area analyzed in the 2016 RSPU SEIR, have evolved as remediation activities and individual projects within the RSP Area have progressed. These include completion of several detention basins and the Stormwater Outfall Project, continued progressive construction of public roads within the RSP Area, the completion of the Wong Center residential development on 7th Street south of the UPRR tracks, and near completion of the AJ Apartments project, at the corner of Railyards Boulevard and 7th Street, and the Sacramento County Courthouse in the southern part of the RSP Area, on the block bounded by 5th, 6th, G, and H Streets.

All remaining parcels have remained largely unchanged since the certification of the 2016 RSPU SEIR. Land uses outside of the RSP Area in the vicinity of the KP Railyards Medical Center Project site have also undergone change since certification of the 2016 RSPU SEIR. To the north of the RSP Area, the large May Lee State Office Complex has been constructed on the site of the former State Printing Plant along North 7th Street between North B Street and Richards Boulevard, activating a less densely developed area with increased human activity that will further increase when the complex becomes fully operational. To the northwest of the project site, along Sacramento River, the SMUD Museum of Science and Curiosity was developed in a long-vacant former powerhouse structure, placing further development and human activity along the Sacramento River waterfront west of Jibboom Street and Interstate 5. With the exception of the development described above, the remaining RSP Area remains in the same condition as was analyzed in the 2016 RSPU SEIR.

Comparative Impacts Discussion

The 2016 RSPU EIR determined that the following special-status species have medium to high potential to occur in the upland habitat in RSP Area: Swainson’s hawk (*Buteo swainsoni*); white-tailed kite (*Elanus leucurus*); purple martin (*Progne subis*); valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*; VELB); and special-status bat species (pallid bat [*Antrozous pallidus*], western red bat [*Lasiurus blossevillei*], hoary bat [*Lasiurus cinereus*], and Yuma myotis [*Myotis yumanensis*]).³⁰ Discussed further below.

Swainson’s Hawk Foraging Habitat

The 2016 RSPU SEIR determined that development of the 2016 KP Medical Center Project site would result in a less than significant impact to Swainson’s hawk foraging habitat and movement corridors for terrestrial species due to the poor quality of the habitat, and no mitigation measures were required. The Proposed Phase 1 Project would develop the same parcels as were planned for development of the 2016 KP Medical Center Project footprint analyzed in the 2016 RSPU SEIR. As site conditions have remained the same within the project site, development of the Proposed Phase 1 Project, would similarly result in a less than significant impact to Swainson’s hawk foraging habitat and movement corridors for terrestrial species.

Nesting Habitat for Swainson’s Hawk, Other Raptors, and Nesting Birds

The 2016 RSPU SEIR determined that development of the RSP Area could result in a potentially significant impact to nesting Swainson’s hawks, other raptors, and other protected nesting birds as a result of loss of nest sites through vegetation removal, as well as disturbances from construction noise.³¹ As the Proposed Phase 1 Project would develop a portion of the proposed development analyzed in the 2016 RSPU SEIR, within the same project footprint, the Proposed Phase 1 Project would similarly impact nesting bird species. Mitigation Measure 4.3-2(a) would similarly apply to the Proposed Phase 1 Project and would require preconstruction surveys for nesting bird species and impact-avoidance measures to ensure that the loss of, or impacts to, nesting birds does not occur during construction activities. These actions would reduce impacts to nesting Swainson’s hawk, other raptors, and nesting birds to a less-than-significant level.

Purple Martin

The 2016 RSPU SEIR concluded that the purple martin colony located under the I Street Bridge would not be physically impacted by development of the project site of the Proposed Phase 1 Project as the project site is not in proximity to the I Street Bridge. Therefore, the Proposed Phase 1 Project would similarly have a less than significant effect on purple martin, and no mitigation is required.

³⁰ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, pages 4.3-17 to 4.3-19.

³¹ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, pages 4.3-17 to 4.3-19.

Special Status Fish Species

The 2016 RSPU SEIR analyzed the potential for project-level impacts to special status fish species from development of the 2016 KP Medical Center Project.³² The City determined that the KP Medical Center would have the potential for impacts to endangered and threatened fish species and degradation of designated critical habitat in the Sacramento River as a result of runoff from land-disturbing activities from project construction and increased pollutant concentrations and sediment runoff during project operations. The City determined that each of these potentially adverse effects would be avoided through compliance with existing regulations which reduce the potential for pollutant and sediment runoff during construction, resulting in a less than significant impact. The Proposed Phase 1 Project would be subject to the same regulations, which would similarly minimize such impacts to a less-than-significant level. No mitigation would be required.

Valley Elderberry Longhorn Beetle

The 2016 RSPU SEIR determined that development in the RSP Area could result in potentially significant impacts to valley elderberry longhorn beetle (VELB) through removal of elderberry shrubs, or construction within 100 feet of an elderberry shrub. The KP Railyards Medical Center Project site was identified in the SEIR as being located within 150 feet, but beyond 100 feet of an elderberry shrub adjacent to the I-5 northern bridge abutment. Thus, the SEIR determined that the 2016 KP Medical Center Project would have no impact on VELB. In the intervening years since certification of the 2016 RSPU SEIR, no valley elderberry plants have grown within or within 100 feet of the project site. As the Proposed Phase 1 Project does not change the project site analyzed in the 2016 RSPU SEIR, project construction would not occur within 100 feet of VELB habitat and the project would have no impact on VELB.

Western Pond Turtle

The 2016 RSPU SEIR identified that the KP Railyard Medical Center Project site does not constitute habitat for western pond turtle.³³ Since the development footprint of the Proposed Phase 1 Project is the same as was analyzed in the 2016 RSPU SEIR, the Phase 1 Project would have no impact to western pond turtle, consistent with the determination in the SEIR.

Bats and Bat Maternity

The 2016 RSPU SEIR determined that vacant and development habitat within the project site is not suitable for roosting bat species.³⁴ Potentially suitable roosting habitat is present under the elevated structure of I-5, approximately 250 feet to the southwest of the project site, and within the mature riparian trees along the Sacramento River, approximately 500 feet to the southwest.³⁵ Construction activities within 50 feet to a maternity colony could result in disturbance or

³² City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, pages 4.3-47 to 4.3-49.

³³ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, pages 4.3-59.

³⁴ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, pages 4.3-62.

³⁵ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, pages 4.3-62.

abandonment of the roost site.³⁶ Because the closest roosting habitat is greater than 50 feet from the project site, bat species using these areas as roosting habitat would not likely be disturbed by construction of the Proposed Phase 1 Project. Therefore, construction of the Proposed Phase 1 Project would have a less-than-significant impact on bat maternity roosts, consistent with the project-level determination of the 2016 RSPU SEIR.

Sensitive Habitat

The 2016 RSPU SEIR concluded that construction of the 2016 KP Medical Center Project will occur in vacant and developed habitats which are not considered sensitive.³⁷ As the Proposed Phase 1 Project would be constructed within the footprint analyzed at a project level for development of a KP Medical Center, the Proposed Phase 1 Project would similarly have no impact.

Migratory Corridors

The 2016 RSPU SEIR determined that the upland portions of the RSP Area, which include the project site, do not serve as significant wildlife corridors or linkages for special-status terrestrial species.³⁸ The project site for the Proposed Phase 1 Project is the same as was analyzed in the 2016 RSPU SEIR and continues to not serve as a significant wildlife corridor for special-status species. As described in the 2016 RSPU SEIR, the impact to terrestrial corridors from the Proposed Phase 1 Project would be less than significant.

The 2016 RSPU SEIR determined that the 2016 KP Railyards Medical Center Project would not result in isolation or interruption of contiguous habitat or interfere with migratory corridors. Due to the location of the project site east of I-5, artificial lighting, known to have a potentially adverse effect on fish migration, would not spillover onto the Sacramento River from the project.³⁹ As a result, impacts to migratory and native fish species were determined to be less than significant. As the Proposed Phase 1 Project would be constructed within the footprint analyzed at a project level for development of a KP Medical Center, the ambient lighting from the Phase 1 Project would similarly have a less than significant impact to on migratory fish species.

Protected Trees

The 2016 RSPU SEIR determined that development of the project site could result in potentially significant impacts to trees protected by local policies through disturbance or loss.⁴⁰ The Proposed Phase 1 Project site is known to have at least one protected tree and eight city trees that are protected under the City ordinance, the removal of which would result in a significant impact.

³⁶ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, pages 4.3-62.

³⁷ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, pages 4.3-63.

³⁸ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, pages 4.3-68.

³⁹ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, pages 4.3-67.

⁴⁰ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, pages 4.3-70.

Mitigation Measure 4.3-9 from the 2016 RSPU SEIR would apply to the Proposed Phase 1 Project and would require compliance with the City of Sacramento tree protection ordinance, which requires measures to protect retained trees and provide replacement for the loss of protected trees. The implementation of this measure would reduce impacts to protected trees to a less than significant level, similar to the determination of the 2016 RSPU EIR.

Mitigation Measures

2016 RSPU SEIR Mitigation Measures

The following mitigation measures referenced in the 2016 RSPU SEIR would continue to remain applicable for the Proposed Phase 1 Project.

Mitigation Measure 4.3-2(a)

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

Measures may include, but would not be limited to:

- 1. Maintaining a 500-foot buffer around each active raptor nest. No construction activities shall be permitted within this buffer—No construction activities are permitted within this buffer. For other migratory birds, a no-work buffer zone shall be established, approved by CDFW, around the active nest. The no-work buffer may vary depending on species- and site-specific conditions as approved by CDFW.*
- 2. Depending on conditions specific to each nest, and the relative location and rate of construction activities, it may be feasible for construction to occur as planned within the buffer without impacting the breeding effort. In this case (to be determined on an individual basis), the nest(s) shall be monitored by a qualified biologist during construction within the buffer. If, in the professional opinion of the monitor, the project would impact the nest, the biologist shall immediately inform the construction manager. The construction manager shall stop construction activities within the buffer*

until the nest is no longer active. Completion of the nesting cycle shall be determined by a qualified biologist.

Mitigation Measure 4.3-9

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

Additional 2024 Mitigation Measures

No additional mitigation measures are required.

Conclusion

The Proposed Phase 1 Project, within the RSP Area would be constructed within the footprint previously analyzed in the 2016 RSPU SEIR. The 2016 RSPU SEIR analysis assumed the entire project site would be disturbed and therefore provides mitigation measures for the entire site. As such, with the Proposed Phase 1 Project, no additional habitat would be eliminated and no additional impacts to special-status species are anticipated beyond that previously analyzed.

No new or significant resources not previously identified are likely to occur on the project site. The Proposed Phase 1 Project would not result in new significant impacts or substantially more severe impacts related to biological resources that were not previously addressed and disclosed in the 2016 RSPU SEIR. There would be no new mitigation measures that were not previously considered that would more substantially reduce the potential effects of the Proposed Phase 1 Project on biological resources. For these reasons, the conclusions of the 2016 RSPU SEIR remain valid and Proposed Phase 1 Project effects related to biological resources would not require the preparation of a subsequent EIR.

Cultural Resources

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

Discussion

Relevant Changes to Project Related to Cultural Resources

The 2016 RSPU SEIR concluded that there are no known historic resources within the project site or within adequate an vicinity of the project site to be considered vulnerable to potential adverse effects from development of the project site.⁴¹ Therefore, a relevant change to the project that would relate to cultural resources would be a change to the project footprint or substantial changes to the nature of project development on the project site. The Proposed Phase 1 Project would develop the whole project site as a medical center, which would include multiple structures and subgrade utility improvements. As was anticipated in the 2016 RSPU SEIR, the Proposed Phase 1 Project would require excavation and construction on the site to establish subgrade and foundational components of the proposed uses as discussed in the project description. Proposed Phase 1 Project components would be distributed across the 17.5-acre project site with a configuration that would allow for expansion of the facility in future phases, not the subject of the current development application. The Proposed Phase 1 Project would not expand the project site, beyond the use of adjacent parcels for construction staging and laydown areas. Thus, ground disturbance would remain the same as was anticipated in the 2016 RSPU SEIR.

Relevant Changes to Environmental Setting

The 2016 RSPU SEIR noted that the KP Railyards Medical Center is not in an area that was previously or currently considered sensitive for prehistoric or historic period archaeological

⁴¹ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, pages 4.4-63 to 4.4-77.

resources.⁴² The closest previously identified archaeologically sensitive area is Slater's Addition, an area designated as sensitive for historic period resources in the 2007 RSP EIR. Slater's Addition, extending west from the Central Shops Area, was a residential development in the 1850s later subsumed by the Railyards development and extensively modified by railroad construction.

The approved KP Railyards Medical Center project site has undergone significant ground-disturbing activities since 2016 due to remediation efforts, during which no prehistoric or significant historic-period archaeological materials were identified. Therefore, it is unlikely that archaeological resources would be encountered during construction of the Proposed Phase 1 Project. However, there remains a possibility of encountering archaeological resources in areas not subjected to deep excavation, and certain construction activities could extend below previous excavation depths, posing a potentially significant impact from the unanticipated discovery of archaeological resources and human remains.

Comparative Impacts Discussion

Historical Resources

The 2016 RSPU SEIR identified and analyzed potential impacts to historic resources from development of the 2016 KP Railyards Medical Center at a project level. The project site was determined to contain no historic resources. Potential project-level impacts to the historic structures outside of the project site from development of the project site were also analyzed in the 2016 RSPU SEIR and found to have no impact.⁴³ The Proposed Phase 1 Project proposes no changes to the plans for the development footprint of the project site. The scale, location, and visual character of the new construction are substantially similar to what was originally proposed and analyzed. Therefore, the Proposed Phase 1 Project would have no effect on known historic resources, the same conclusion as in the 2016 RSPU SEIR.

Archaeological Resources and Human Remains

The 2016 RSPU SEIR identified and analyzed potential project-level impacts to archaeological resources and human remains within the footprint of the project site. The SEIR determined that the KP Railyards Medical Center project site is not in an area that was previously or currently considered sensitive for prehistoric or historic period archaeological resources.⁴⁴ The closest previously identified archaeologically sensitive area is Slater's Addition, an area extending west from the Central Shops Area, which is shown on maps as a residential development in the 1850s which was later subsumed by the Railyards development.⁴⁵ This area, as shown on Figure 4.4-7 of the 2016 RSPU SEIR, was extensively modified by railroad construction and railyard

⁴² City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, pages 4.4-56.

⁴³ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, pages 4.4-63 to 4.4-77.

⁴⁴ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, pages 4.4-58.

⁴⁵ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, pages 4.4-58.

development.⁴⁶ For these reasons, the SEIR determined it is not considered likely that archaeological resources would be encountered during construction of the KP Railyards Medical Center.

However, as discussed in the 2016 RSPU SEIR, the Proposed Phase 1 Project excavation could occur to a depth that exceeds the depth of prior excavation, potentially revealing previously unknown archaeological resources. Implementation of Mitigation Measure 4.4-1(c) would ensure that (1) California Register of Historic Resources-eligible resources are identified and (2) that the important information these remains contain is recovered, as well as (3) ensuring that human remains are treated appropriately, reducing potential impacts to archaeological resources to a less-than-significant level.⁴⁷ The Proposed Phase 1 Project would be constructed within the footprint analyzed at a project level for development of the KP Railyards Medical Center. Therefore, implementation of Mitigation Measure 4.4-1(c) would similarly reduce potential impacts to previously undiscovered archaeological resources or human remains to a less-than-significant level.

Paleontological Resources

The 2016 RSPU SEIR addressed paleontological resources and included an environmental setting for paleontological resources based upon information provided in the City's 2035 General Plan Master EIR, which was in place at the time of certification of the 2016 RSPU SEIR. The City subsequently updated its General Plan and adopted the Sacramento 2040 General Plan in February of 2024.

Pursuant to the City of Sacramento 2040 General Plan Master EIR (Geology, Soils, Mineral Resources, page, and Paleontological Resources 4.7-9), the City of Sacramento is not highly sensitive for paleontological resources due to the absence of fossil-bearing soils and rock formations.⁴⁸ Most of the RSP Area has been excavated and filled, including the KP Railyards Medical Center project site. Artificial fills, surface soils, and high-grade metamorphic rocks do not contain paleontological resources. While such materials were originally derived from rocks, they have been altered, weathered, or reworked such that the discovery of intact fossils would be rare. Therefore, there is little potential for the project site to contain paleontological resources.

However, the 2016 RSPU SEIR recognized that unanticipated discovery of paleontological resources could occur during KP Railyards Medical Center project construction. The SEIR determined that Mitigation Measure 4.4-7 would provide actions to follow in the unlikely event of the discovery of paleontological resources and would reduce these impacts to a less-than-significant level.⁴⁹ The Proposed Phase 1 Project would occur within the footprint analyzed for

⁴⁶ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, pages 4.4-32.

⁴⁷ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, pages 4.4-63.

⁴⁸ City of Sacramento, Sacramento 2040 General Plan Master EIR. Page 4.7-9. Available at: <https://www.cityofsacramento.gov/content/dam/portal/cdd/Planning/Environmental-Impact-Reports/2040-gpu-and-caap/Sacramento-2040-Project-MEIR-8242023.pdf>. Accessed July 29, 2024.

⁴⁹ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, page 4.4-76.

the development of the 2016 KP Railyards Medical Center in the 2016 RSPU SEIR. Similar to the conclusion in the SEIR analysis, implementation of Mitigation Measure 4.4-7 would limit impacts from the Proposed Phase 1 Project to previously undiscovered paleontological resources to less than significant.

Mitigation Measures

2016 RSPU SEIR Mitigation Measures

Mitigation Measure 4.4-1(c)

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

- i. *If a monitoring archaeologist or a member of the construction team believes that an archaeological resource has inadvertently been uncovered, all work adjacent to the discovery shall cease, and an SOI qualified archaeologist immediately notified. Appropriate steps shall be taken, as directed by the archaeologist, to protect the discovery site. The area of work stoppage will be adequate to provide for the security, protection, and integrity of the archaeological resources in accordance with Federal and State Law. At a minimum the area will be secured to a distance of 50 feet from the discovery. Vehicles, equipment, and unauthorized personnel shall not be permitted to traverse the discovery site. The archaeologist shall conduct a field investigation and assess the significance of the find. Impacts to cultural resources shall be lessened to a less-than-significant level through data recovery or other methods determined adequate by the archaeologist and consistent with the Secretary of the Interior's Standards for Archaeological Documentation. All identified cultural resources shall be recorded on the appropriate DPR 523 (A-L) form and filed with the North Central Information Center.*
- ii. *If human remains are discovered at the project construction site during any phase of construction, all ground-disturbing activity within 50 feet of the resources shall be halted and the County Coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County Coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. If the remains are determined to be Chinese, or any other ethnic group, the appropriate local organization affiliated with that group shall be contacted and all reasonable effort shall be made to identify the remains and determine and contact the most likely descendant. The approved*

mitigation shall be implemented before the resumption of ground-disturbing activities within 50 feet of where the remains were discovered.

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

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

Mitigation Measure 4.4-7

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

Additional 2024 Mitigation Measures

No additional mitigation measures are required.

Conclusion

The impacts of the Proposed Phase 1 Project would not change from the previous analysis in the 2016 RSPU SEIR. No new, or significant resources, have been identified within or near the project site. Thus, relative to the project analyzed in the previous EIR, the Proposed Phase 1 Project would not be a substantial change, requiring major revisions to the cultural resources analysis in the 2016 RSPU SEIR. In addition, substantial changes to the circumstances relating to cultural resources under which the Proposed Phase 1 Project would be undertaken, have not occurred. The Proposed Phase 1 Project would not have more significant effects that were not discussed in the previous EIR or increase the severity of impacts discussed therein. For these

reasons, the conclusions of the 2016 RSPU SEIR remain valid and effects related to cultural resources from the Proposed Phase 1 Project would not require the preparation of a subsequent EIR.

Energy

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

Discussion

Relevant Changes to Project Related to Energy

The Proposed Phase 1 Project would include design elements intended to substantially reduce operational emissions from facility energy use, including a change to the project to be an all-electric facility. The Proposed Phase 1 Project would construct a Hospital with 312 of the 420 hospital beds included in the 2016 KP Medical Center Project. Phase 1 would include a 171,500-square foot HSB, which would be a reduction in size from the 210,000-square-foot HSB described in the 2016 RSPU SEIR. The Energy Center would be reduced in size relative to the facility analyzed in the 2016 RSPU SEIR (from 60,000 square feet to 32,500 square feet). These changes would result in construction and operational energy consumption that would be within the overall estimated energy demand anticipated for the 2016 KP Medical Center Project.

As identified in the 2016 RSPU EIR's Project Description, all facilities in the Railyards are required to comply with Title 24 (California Energy Efficiency Standards). The Proposed Phase 1 Project would comply with the most recent iteration of Title 24 standards. Because each iteration of Title 24 increases efficiency requirements, the Proposed Phase 1 Project would meet higher standards than anticipated in the 2016 RSPU SEIR. Further, the Proposed Phase 1 Project would be designed and constructed to include advanced design elements intended to reduce operational energy use and to meet the LEED Gold level of certification.

Relevant Changes to Environmental Setting

Electrical service was planned in the 2016 RSPU SEIR to be provided by SMUD through new electrical lines connected to an entirely new substation that would be constructed to serve the Railyards. The 2016 RSPU SEIR reported that SMUD was in the process of replacing and expanding the capacity of Station A, located on Block 42A at the corner of 6th Street and H Street, with a new Station A to be constructed on Block 42B, near the 6th Street/G Street intersection. In August 2023, SMUD opened a new Station G located at the intersection of 7th and G Streets. In addition, in March 2024 SMUD completed the CEQA process for a new bulk transmission substation, Substation J, which would be located at 1220 North B Street, immediately east of the RSP Area.⁵⁰

Comparative Impacts Discussion

Increased Demand for Energy

The 2016 RSPU SEIR analyzed the potential for the increased demand for energy generated by the 2016 KP Medical Center Project to result in significant environmental effects. The analysis in the 2016 RSPU SEIR presented estimates of construction and operational demand for electricity, natural gas, and transportation fuels.⁵¹ The Proposed Phase 1 Project is a refined initial phase of the 2016 KP Medical Center Project analyzed in the 2016 RSPU SEIR. As described in the Project Description, above, the Proposed Phase 1 Project would be the initial phase of development of the 2016 KP Medical Center Project analyzed in the 2016 RSPU SEIR, but with a reduction in size of the HSB, and a reduced sized Energy Center. The Energy Center would be designed to align with Kaiser Permanente’s sustainable building design goals and the recommendations of the Mayors’ Commission on Climate Change. The Proposed Phase 1 Project would be constructed as an all-electric facility, providing heating, cooling, and hot water to the new facilities without the use of natural gas, further reducing greenhouse gas emissions and overall energy use.

The 2022 State Building Energy Efficient Standards (Title 24) are applicable to the Proposed Phase 1 Project which would meet more stringent energy efficiency standards than the Title 24 standards in effect at the time of certification of the 2016 RSPU SEIR. Additionally, the Proposed Phase 1 Project would be designed and constructed to meet the LEED Gold level of certification. With the expected reduced energy demand compared to the development analyzed in the 2016 RSPU SEIR, and since the services required by the Proposed Phase 1 Project would not necessitate new sources of energy, the impact would be considered less than significant, and no mitigation would be required.

Wasteful, Inefficient, or Unnecessary Consumption of Energy Resources

The analysis of energy impacts in the 2016 RSPU SEIR considered the potential for wasteful or inefficient use of energy and concluded that development of the 2016 KP Railyards Medical

⁵⁰ Sacramento Municipal Utility District, Station J Bulk Transmission Substation Project Final Environmental Impact Report, State Clearinghouse No. 2023020549, March 2024.

⁵¹ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, pages 4.5-14 to 4.5-15.

Center would be designed and operated to minimize the use of electrical, natural gas, and transportation fuel energy through compliance with the then-current 2016 Title 24 standards and the utilization of green building technology and renewable energy sources.⁵² The 2022 Title 24 standards are the most recent applicable to the Proposed Phase 1 Project, and are more stringent energy efficiency standards than the Title 24 standards in effect at the time of certification of the 2016 RSPU SEIR. Additionally, the Proposed Phase 1 Project would comply with State and local regulations related to energy efficiency and would be designed and constructed to meet the LEED Gold level of certification. For the above reasons, the Proposed Phase 1 Project would not result in the wasteful or inefficient use of energy, resulting in a less-than-significant impact; the same conclusion as disclosed in the 2016 RSPU SEIR.

Mitigation Measures

2016 RSPU SEIR Mitigation Measures

There are no mitigation measures from the 2016 RSPU SEIR that are required.

Additional 2024 Mitigation Measures

No additional mitigation measures are proposed.

Conclusion

The Proposed Phase 1 Project is a refined initial phase of the 2016 KP Railyards Medical Center Project analyzed in the 2016 RSPU SEIR that would have lower energy requirements compared to those described in the SEIR, due to improved energy efficiency in project design. The Proposed Phase 1 Project would be constructed within the footprint previously analyzed in the 2016 RSPU SEIR. Changes introduced by the Proposed Phase 1 Project and/or new circumstances relevant to the project would not, as compared to the 2016 RSPU SEIR, result in a new significant impact or significant impacts related to energy use that are substantially more severe than significant impacts previously disclosed.

In addition, there is no new information of substantial importance showing that the Proposed Phase 1 Project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the 2016 RSPU SEIR. Nor is there new information of substantial importance showing that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project. For these reasons, the conclusions of the 2016 RSPU SEIR remain valid and effects related to energy from the Proposed Phase 1 Project would not require the preparation of a subsequent EIR.

⁵² City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, pages 4.5-21.

Geology and Soils

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
7. Geology and Soils. Would the project:					
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? ii. Strong seismic ground shaking? iii. Seismic-related ground failure, including liquefaction and lateral spreading? iv. Seismically induced landslides? 	RSPU SEIR page 4.6-20 to 4.6-36	No	No	No	N/A
b. Result in substantial soil erosion capable of causing significant property damage or the loss of useable topsoil?	RSPU SEIR page 4.6-26 to 4.6-29	No	No	No	N/A
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslides, subsidence, soil failure or soil compaction?	RSPU SEIR page 4.6-26 to 4.6-29	No	No	No	N/A
d. Be located on problematic soils such as those characterized as expansive, as defined in 24 CCR 1803.5.3 of the California Building Code (2013), or corrosive?	RSPU SEIR page 4.6-26 to 4.6-29	No	No	No	N/A
e. Be located on soils that are incapable of adequately supporting alternative methods of wastewater disposal where sewers are not available for the disposal of wastewater?	RSPU SEIR page 4.6-26 to 4.6-29	No	No	No	N/A

Discussion

Section 4.6 of the 2016 RSPU SEIR, Geology, Soils, and Seismicity, addressed regional geology, site geology, soil types, stratigraphy, seismic conditions, liquefaction, settlement, and lateral spreading.

Relevant Changes to Project Related to Geological Resources

The Proposed Phase 1 Project would be the initial phase of development of the whole project site as a medical center, that would include multiple structures and subgrade utility improvements. As was anticipated in the 2016 RSPU SEIR, the Proposed Phase 1 Project would require excavation and construction on the site to establish subgrade and foundational components of the proposed uses as discussed in the project description. The Proposed Phase 1 Project would not expand the project site beyond the use of adjacent parcels for construction staging and laydown areas. Thus, ground disturbance would remain the same as was anticipated in the 2016 RSPU SEIR. The Proposed Phase 1 Project would not change the approved 2016 KP Railyards Medical Center Project in ways that would substantially alter anticipated impacts related to geological resources.

Relevant Changes to Environmental Setting

The Proposed Phase 1 Project site has remained in the same condition as it relates to geology, soils and seismicity as when analyzed in the 2016 RSPU SEIR. In the eight years since certification of the 2016 RSPU SEIR, surrounding development has occurred, including development of the RSP Area public roadways, and pedestrian facilities, and several projects on non-adjacent parcels within the RSP Area, including completion of the Stormwater Outfall which was constructed to better accommodate runoff occurring within the RSP Area.

Comparative Impacts Discussion

Issues Not Further Discussed in Impacts Analysis

The 2016 RSPU SEIR found that the development of the 2016 RSPU would have no impact regarding the exposure of people or structures to rupture of a known earthquake fault as there are no faults that cross or trend towards the RSP Area. Fault-location information is unchanged since certification of the 2016 RSPU SEIR; therefore, the Proposed Phase 1 Project would result in no impact regarding the exposure of people or structures to rupture of a known earthquake fault, and this issue is not further addressed.

Landslides generally are any type of ground movement that occurs primarily due to gravity acting on relatively weak soils and bedrock on an over-steepened slope. The topographic conditions were identified in the 2016 RSPU SEIR as being unchanged from conditions reported in the 2007 RSP EIR. Those conditions remain unchanged at present as the RSP Area is nearly flat while the banks of the Sacramento River are relatively steep. As described in the 2016 RSPU SEIR, the Proposed Phase 1 Project would result in no impact regarding the exposure of people or structures to landslides, and this issue is not addressed further.

Seismic Hazards

The 2016 RSPU SEIR discussed seismic hazards, such as ground shaking and liquefaction, under Impacts 4.6-1 and 4.6-5 on pages 4.6-20 through 4.6-36. As discussed in the 2016 RSPU SEIR, the RSP Area could be subject to seismic hazards such as, ground shaking and liquefaction, caused by major seismic events outside of the RSP Area. While no active faults are located near the project site, the resulting vibration from distant faults could cause damage to buildings, roads, and infrastructure, and could cause ground failures such as liquefaction or settlement in loose

alluvium and/or poorly compacted fill. To reduce the primary and secondary risks associated with seismically induced ground shaking, it is necessary to take the location and type of subsurface materials into consideration when designing foundations and structures.

In Sacramento, commercial, institutional, and large residential buildings and all associated infrastructure are required to reduce the exposure to potentially damaging seismic vibrations through seismic resistant design, in conformance with Chapter 16, Structural Design Requirements of the CBC. Further, the adherence to the site-specific soil and foundation seismic design requirements in Chapters 16 and 18 of the CBC and the grading requirements in Chapters 18 of the CBC, as required by City and state law, ensures the maximum practicable protection available from soil failures under static or dynamic conditions for structures and their associated infrastructure, trenches, temporary slopes, and foundations.

The 2016 RSPU SEIR concluded that based on an existing regulatory framework that addresses earthquake safety issues and requires adherence to the requirements of the CBC and design standards, seismic ground shaking and liquefaction would not be a substantial hazard in the RSP Area.⁵³ As described above, the current geologic context of the project site is the same as was considered in the 2016 RSPU SEIR. The Proposed Phase 1 Project would develop the same uses as those considered for the project site in the 2016 RSPU SEIR, which would be subject to the same or more advanced regulatory framework that addresses earthquake safety issues. For these reasons, the Proposed Phase 1 Project would be anticipated to have a less-than-significant impact related to seismic ground shaking and no mitigation is required. This is the same conclusion as made for the 2016 KP Railyards Medical Center in the 2016 RSPU SEIR.

Erosion

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

The Proposed Phase 1 Project covers an area larger than one acre of ground surface; therefore, it would be required to comply with the with Construction General Permit requirements, including the development and implementation of a stormwater pollution prevention plan (SWPPP) and the City's standards set forth in the "Administrative and Technical Procedures Manual for Grading

⁵³ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, pages 4.6-21 to 4.6-22.

and Erosion and Sediment Control.”⁵⁴ The Proposed Phase 1 Project would also comply with the City’s grading ordinance (Chapter 15.88 of Sacramento City Code), which specifies construction standards to minimize erosion and runoff and requires the preparation and implementation of an erosion and sediment control plan. As a result of compliance with these regulatory requirements, the potential for erosion associated with the construction of the Proposed Phase 1 Project would be minimized, and the impact would be less than significant. No mitigation measures would be required. This is the same conclusion as made for the 2016 KP Railyards Medical Center in the 2016 RSPU SEIR.

Unstable Soils, Subsidence, and Topography

The 2016 RSPU SEIR discusses unstable soil conditions, such as expansive soils and subsidence under Impacts 4.6-4 on pages 4.6-29 through 4.6-35. Under CEQA, the City is not required to consider the effects of bringing a new population into an area where hazards exist, because the project itself would not increase or otherwise affect the geologic conditions that create those risks.⁵⁵ Although not required by CEQA, those impacts are addressed here to demonstrate how the effects of the Proposed Phase 1 Project would compare to the 2016 RSPU SEIR.

The Proposed Phase 1 Project would include the construction of facilities and site improvements similar to those described and analyzed in the 2016 RSPU SEIR. The project boundary is not changing from what was previously analyzed, and thus would not alter the impacts previously assessed. The Proposed Phase 1 Project would require cut and fill on-site to create the final topography, making the site suitable for construction, particularly with the pedestrian connections. Therefore, some on-site soils would be used for fill but only those soils that meet the applicable Department of Toxic Substances Control thresholds and comply with the Railyards Project Soil and Ground Water Management Plan.

As required by the CBC and City Code, a geotechnical investigation would be prepared for the Proposed Phase 1 Project. The investigation would identify potentially unsuitable soil conditions, including possible exposure to potentially damaging seismic vibrations, ground failure, liquefaction, settlement, subsidence, lateral spreading, and collapse. The geotechnical investigation would include design recommendations to ensure soil stability and structure safety. As part of the construction permitting process, the soil evaluations must contain recommendations for areas of potentially unstable soils specific to the site and be incorporated into the construction design. Thus, impacts related to unstable soils, subsidence, or unique topographical issues would be less than significant, and no mitigation would be required. This is the same conclusion as made for the 2016 KP Railyards Medical Center in the 2016 RSPU SEIR.

⁵⁴ City of Sacramento Department of Utilities, 2013. Department of Conservation Website: Seismic Hazard Zones. Available: <https://www.cityofsacramento.org/-/media/Corporate/Files/DOU/Specs-Drawings/Sediment-control-manual.pdf?la=en>. Accessed September 28, 2020.

⁵⁵ *California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal.4th 369 (2015)

Mitigation Measures

2016 RSPU SEIR Mitigation Measures

There are no mitigation measures from the 2016 SEIR that are required.

Additional 2024 Mitigation Measures

No additional mitigation measures are proposed.

Conclusion

As compared to the 2016 RSPU SEIR, changes introduced by the Proposed Phase 1 Project and/or new circumstances relevant to the project would not result in new significant impacts relating to unstable soils, subsidence, or topography, or result in significant impacts that are substantially more severe than significant impacts previously described in the SEIR. No new mitigation measures would be required.

In addition, there is no new information of substantial importance showing that the Proposed Phase 1 Project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the 2016 RSPU SEIR. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the 2016 RSPU SEIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative. For these reasons, the conclusions of the 2016 RSPU SEIR remain valid and project effects relating to geology, soils, or seismicity from the Proposed Phase 1 Project would not require the preparation of a subsequent EIR.

Global Climate Change

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

Discussion

Relevant Changes to Project Related to Greenhouse Gas Emissions

The Proposed Phase 1 Project would include design elements intended to substantially reduce operational Greenhouse Gas (GHG) emissions from facility energy use, including the project being an all-electric facility. As described above under Project Description, the Phase 1 Project is the initial phase of the 2016 KP Railyards Medical Center Project evaluated in the 2016 RSPU SEIR. The proposed HSB and Energy Center would be smaller than analyzed in the 2016 RSPU SEIR. From the point of view of GHG emissions, of particular note is the Energy Center, which would be all-electric as compared to the gas-fired CUP that was proposed as part of the project analyzed in the 2016 RSPU SEIR. Additionally, the Proposed Phase 1 Project would be required to comply with the requirements of the 2022 Title 24 energy efficiency standards and include advanced design elements intended to reduce operational energy use meeting the requirements of LEED Gold certification. These changes would result in construction and operational impacts related to GHG emissions that would be less than the overall impacts disclosed for the 2016 KP Medical Center Project in the 2016 RSPU SEIR.

The Proposed Phase 1 Project would also facilitate the use of current and future planned multiple modes of transit, as it locates healthcare services adjacent to the Sacramento Valley Station, a multi-modal transit facility, as well as being proximate to the existing RT Township 9 light rail station, and the planned RT light rail station on 7th Street north of Railyards Boulevard. While these facilities were contemplated in the 2016 RSPU SEIR, the Proposed Phase 1 Project advances the planning of such uses, providing greater definition of anticipated development, and incorporating GHG-reduction measures into the project design.

Relevant Changes to Environmental Setting

The project site, as analyzed in the 2016 RSPU SEIR, has remained largely unchanged since the certification of the 2016 SEIR. During that time, some projects have progressed pursuant to implementation of the RSPU, including substantial buildout of RSP Area roadways, including the roadways surrounding the project site. In addition, individual projects have been undertaken, including the Stormwater Outfall Project, which has been completed, and the AJ Apartments,

Wong Center, and Sacramento County Courthouse projects to the east and southeast of the project site are nearing completion of construction. Otherwise, there have been no substantial changes to the RSP Area

The City of Sacramento met its 2020 climate goal in 2016. Between 2005 and 2016, community wide emissions decreased from 4,235,000 metric tons (MT) of carbon dioxide equivalent (CO₂e) to 3,424,700 MT CO₂e - a reduction of over 19%. Per capita emissions have decreased over 26% demonstrating that even though the City of Sacramento has grown substantially since 2005, emissions have decreased at a more rapid rate.

The City of Sacramento must achieve significant additional GHG reductions to meet the State's 2030 target and longer-term 2045 goal. Based on these projections, the City of Sacramento must close a gap of 543,437 MT CO₂e by 2030 to achieve its GHG reduction targets. Along with adoption of the Sacramento 2040 General Plan, the City of Sacramento adopted a Climate Adaptation Action Plan (CAAP) which provides a pathway for the City of Sacramento to reduce GHG emissions consistent with state goals. In particular, the CAAP has been developed to exceed the requirements of Senate Bill (SB) 32, which calls for a reduction in statewide GHG emissions 40% below 1990 levels by 2030. The CAAP is focused on achieving the 2030 target and making substantial progress toward also achieving the 2045 carbon neutrality goal. The CAAP includes measures and actions that together close the gap between City's projected 2030 GHG emissions and its 2030 target and make substantial progress towards achieving the 2045 goal of carbon neutrality.

Comparative Impacts Discussion

The assessment of project effects related to GHG Emissions in the 2016 RSPU SEIR focuses on the project's consistency with the City of Sacramento's Climate Action Plan (CAP) policies, which the City had been incorporated into the Sacramento 2035 General Plan, which has subsequently been superseded by the Sacramento 2040 General Plan. The evaluation in the 2016 RSPU SEIR considers the 2016 KP Medical Center Project in comparison to the City's CAP Consistency Checklist. Based on this comparison, the RSPU was analyzed to 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.⁵⁶

Consistency with Climate Action and Adaptation Plan

The City of Sacramento's Climate Action & Adaption Plan (CAAP) aims to reduce GHG emissions and promote sustainable development. As discussed above the Proposed Phase 1 Project is a refined initial phase of the 2016 KP Medical Center Project analyzed in the 2016 RSPU SEIR, and includes refinements that result in reduced GHG emissions as compared to the prior approved project. Because as compared to the GHG emissions from the 2016 KP Railyards Medical Center the overall level of GHG emissions from the Proposed Phase 1 Project would be

⁵⁶ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, pages 4.7-22 to 4.7-25.

reduced due to the electrification of the development, the Proposed Phase 1 Project would not have a new significant impact under the updated criteria.

Given that the City has updated its General Plan and adopted a new CAAP, the Proposed Phase 1 Project's consistency with these policies can be summarized as follows:

- The Proposed Phase 1 Project would be an all-electric facility supporting Measure E-2 of the CAAP to eliminate natural gas in new construction;
- The Proposed Phase 1 Project may include on-site generation including solar on top of the proposed parking structure and over the surface parking lot, supporting Measure E-4 of the CAAP which intends to increase the amount of electricity produced from local resources;
- As a permitted use within the Public/Quasi-Public land use designation, the Proposed Phase 1 Project would be consistent with the land use designations outlined in the Sacramento 2040 General Plan;
- The Proposed Phase 1 Project would contribute to infill growth within the Central City Community Plan, fulfilling Measure E-5 of the CAAP;
- The project design includes improvements to the Stanford Walk easement, improving the pedestrian corridor, contributing to fulfillment of Measure TR-1, which calls for improvement of active transportation infrastructure; and
- The project design would include sustainable features that align with the City's objectives to reduce GHG emissions and promote energy efficiency and would exceed the level of sustainability features included in the 2016 KP Medical Center – Phase 1 Project, as well as be in conformance to the current 2022 Title 24 energy efficiency standards.

By maintaining consistency with the City's 2040 General Plan and CAAP, the Proposed Phase 1 Project would not introduce new significant impacts related to GHG emissions. As proposed, the Phase 1 Project is aligned with the City's goals for sustainable development and GHG reduction, resulting in a less-than-significant impact related to greenhouse gas emissions. This is the same conclusion as made for the 2016 KP Railyards Medical Center in the 2016 RSPU SEIR.

Mitigation Measures

2016 RSPU SEIR Mitigation Measures

There are no mitigation measures from the 2016 RSPU SEIR that are required.

Additional 2024 Mitigation Measures

No additional mitigation measures are proposed.

Conclusion

As compared to the project analyzed in the 2016 RSPU SEIR, changes introduced by the Proposed Phase 1 Project and/or new circumstances relevant to the project would not result in a new significant impact or significant impacts that are substantially more severe than significant impacts previously disclosed. No new mitigation measures would be required.

In addition, there is no new information of substantial importance showing that the Proposed Phase 1 Project would have one or more significant effects not previously discussed. Nor is there new information of substantial importance showing that mitigation measures considerably different from those analyzed in the 2016 RSPU SEIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative. For these reasons, the conclusions of the 2016 RSPU SEIR remain valid, and project effects related to GHG emissions from the Proposed Phase 1 Project would not require the preparation of a subsequent EIR.

Hazards and Hazardous Materials

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

Discussion

Relevant Changes to Project Related to Hazards and Hazardous Materials

The Proposed Phase 1 Project would involve the construction of an acute care Hospital and an HSB on an approximately 17.5-acre site at the northeast corner of Railyards Blvd. and Bercut Dr. The proposed land uses align with the healthcare and supportive services development discussed

in the 2016 RSPU SEIR. The 2016 RSPU envisioned various uses within the RSP Area, including healthcare facilities, which is consistent with the Proposed Phase 1 Project focus on medical services.

The Proposed Phase 1 Project includes the construction of a state-of-the-art medical center, featuring a Hospital, a HSB, an Energy Center, parking garage and associated site improvements. The Energy Center would house the main electrical, mechanical, and plumbing equipment necessary to support the Hospital's operations. The Proposed Phase 1 Project would also involve significant site upgrades, including landscaping, pedestrian pathways, and structured parking facilities.

The Proposed Phase 1 Project would be a refined initial phase of the healthcare land uses considered in the 2016 RSPU SEIR. The project does not include new components or alterations to the anticipated project design that would require levels of excavation not previously anticipated in the 2016 RSPU SEIR.

Relevant Changes to Environmental Setting

The project site, analyzed in the 2016 RSPU SEIR, has remained undeveloped since the certification of the 2016 RSPU SEIR. There have been no substantial changes to the project site. However, the surrounding network of roadway right-of-way has been fully developed to include roadways, sidewalks, streetlighting, and public utility infrastructure.

Comparative Impacts Discussion

Accidental Release of Hazardous Substances

As analyzed in the 2016 RSPU SEIR, the activities on the project site would involve the use and storage of hazardous materials specific to medical functions, including chemicals, radioactive materials, and biohazardous materials.⁵⁷ These materials would be used for medical care, laboratory testing, and facility maintenance. Hazardous materials would be handled, stored, and disposed of in compliance with federal, state, and local regulations, ensuring minimal risk to public health and safety.

As anticipated and analyzed in the 2016 RSPU SEIR, the Proposed Phase 1 Project would also include areas equipped with proper ventilation and spill containment for hazardous materials. Flammable materials would be stored in fire safety cabinets, and all hazardous materials would be stored according to compatibility and in compliance with relevant regulations. During operation, the Proposed Phase 1 Project would use a diesel-powered emergency back-up generator, located within the Energy Center, operating only during emergencies or testing. This generator would comply with California Fire Code requirements, mitigating any potential impacts from diesel use.

The Proposed Phase 1 Project would not introduce new components or alterations that would require levels of excavation or handling of hazardous materials beyond what was previously

⁵⁷ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, page 4.8-61.

anticipated in the 2016 RSPU SEIR. Given the minimal changes in the scale and scope of the project, the impacts related to hazardous materials associated with the Proposed Phase 1 Project would be consistent with those previously analyzed in the 2016 RSPU SEIR. Therefore, with implementation of proposed requirements and regulations, the risk that the Proposed Phase 1 Project would cause an accidental release of hazardous materials that could create a public or environmental health hazard is unlikely, and the impact of construction and operation-related hazardous chemical use would be considered less than significant, and no new or previously dismissed mitigation measures would be required. This is the same conclusion as made for the 2016 KP Railyards Medical Center in the 2016 RSPU SEIR.

Contaminated Soil or Groundwater

The 2016 RSPU SEIR identified that the KP Medical Center site is primarily located within the Northern Shops Study Area, which is covered by the 2015 Land Use Covenant (LUC), pursuant to which construction in the project area must be accomplished in compliance with the Environmental Restrictions of the 2015 LUC, including compliance with the Railyards Projects Soil and Groundwater Management Plan (SGMP).⁵⁸ This would minimize the potential exposure to contaminated soil. The 2016 RSPU SEIR also identified RSPU policies, including HAZ-1.1, which requires that development-related excavation be carried out in a manner that meets DTSC requirements, and HAZ-1.4, which implements DTSC-approved remedial action plans. The 2016 RSPU SEIR concluded that through compliance with the 2015 LUC and conformance to the RSPU policies identified above, the 2016 KP Medical Center Project would have a less than significant impact related to exposure of people to health risk associated with contaminated soils and debris.

The Proposed Phase 1 Project would have the same project components and functions as were included in the 2016 KP Railyards Medical Center Project and analyzed in the 2016 RSPU SEIR. The Proposed Phase 1 Project will be constructed in compliance with the Environmental Restrictions of the 2015 LUC and the Railyards Projects SGMP. The Railyards Projects SGMP requires that a groundwater control plan be prepared by the general contractor and submitted for approval prior to any groundwater extraction, treatment, or discharge activities. The groundwater control plan must estimate volumes, rates, locations, and types of groundwater control, as well as securing all needed discharge permits, including City, Regional San, and State permits. The RSPU also contains policies requiring that dewatering be carried out in manners that meet DTSC requirements (Policy HAZ-1.1).

Therefore, the impact of the Proposed Phase 1 Project would be essentially the same that was disclosed in the 2016 RSPU SEIR, and the severity is substantially reduced because extensive continued remediation has occurred since 2016, reducing the potential risk of exposure, and soil cleanup completion and certification has been accomplished. Mitigation Measures 4.8-7 would further minimize the risk of exposure to previously unidentified soil or groundwater

⁵⁸ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, page 4.8-41.

contamination. This is the same conclusion as made for the 2016 KP Railyards Medical Center in the 2016 RSPU SEIR.

Exposure to Hazardous Materials

There are no known hazardous materials within the KP Railyards Medical Center project site. The Proposed Phase 1 Project would not affect renovation and/or restoration of the Central Shops buildings.⁵⁹ As such, the Proposed Phase 1 Project would result in no impact related to the exposure of people to asbestos containing materials, lead-based paint and/or other hazardous materials. This is the same conclusion as made for the 2016 KP Railyards Medical Center in the 2016 RSPU SEIR.

Mitigation Measures

2016 RSPU SEIR Mitigation Measures

Mitigation Measure 4.8-7

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

Additional 2024 Mitigation Measures

No additional mitigation measures are required.

Conclusion

Changes introduced by the Proposed Phase 1 Project and/or new circumstances relevant to the Proposed Phase 1 Project would not, as compared to the 2016 RSPU SEIR, result in a new significant impact or significant impacts related to hazards and hazardous materials that are substantially more severe than significant impacts previously disclosed. In fact, conditions at the project have been substantially improved since the 2016 RSPU SEIR in that soil remediation has been completed and certified.

In addition, there is no new information of substantial importance showing that the Proposed Phase 1 Project would have one or more significant effects not previously discussed or that any

⁵⁹ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, page 4.8-46.

previously examined significant effects would be substantially more severe than significant effects shown in the 2016 RSPU SEIR. Nor is there new information of substantial importance showing that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project. For these reasons, the conclusions of the 2016 RSPU SEIR remain valid and project effects of the Proposed Phase 1 Project related to hazards and hazardous materials would not require the preparation of a subsequent EIR.

Hydrology and Water Quality

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

j. Inundation by seiche, tsunami, or mudflow?	RSPU SEIR page 4.9-1	No	No	No	N/A
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Discussion

Relevant Changes to Project Related to Hydrology and Water Quality

The approved KP Railyards Medical Center Project involves the construction of an acute care Hospital, HSB, and associated support facilities on an approximately 17.5-acre site at the northeast corner of Railyards Blvd. and Bercut Dr. The Proposed Phase 1 Project would be the initial phase of development of the overall project, and includes refinements to the approved 2016 KP Railyards Medical Center project, but would be designed to meet current more stringent design standards that would include measures to improve water efficiency as a result of which the project could be anticipated to have lower water use and improved runoff management relative to the anticipated impacts analyzed in the 2016 RSPU SEIR.

Relevant Changes to Environmental Setting

There have been no material changes to the conditions of the project site since certification of the 2016 RSPU SEIR. However, the majority of the roadway system and associated infrastructure within the RSP Area have been constructed as planned in the RSPU, including the construction of Summit Tunnel Avenue on the northern boundary of the project site.

Water supply infrastructure for the project site would be provided by the existing and planned infrastructure, designed to serve the RSP Area. The 2016 RSPU would have a water distribution system that largely follows the street system throughout the RSP Area, with a primary connection to the City's water treatment plant via a 42-inch transmission main under Bercut Drive. This water main connects under the UPRR tracks to I Street, where it ties into the existing 18-inch water line under 7th Street. The 12-inch water line under Summit Tunnel Avenue will be tested to ensure adequate flow is being distributed. RSPU SEIR Figure 2-17 provides a map of the backbone water supply system that is being developed to provide water to the RSP Area.

The 2016 RSPU SEIR analyzed the Stormwater Outfall project which has been completed and is now operational and capable of serving development within the RSP Area.

Individual projects have also commenced in other non-adjacent parcels within the RSP Area, including the nearby AJ Apartments, as well as the Wong Center, and the new Sacramento County Courthouse projects located south of the UPRR tracks. However, no projects have thus far exceeded the planned utility infrastructure for each site within the RSP Area or required additional CEQA review.

Comparative Impacts Discussion

Risk of Flooding

As indicated in the 2016 RSPU EIR, the majority of the RSP Area is identified on the FEMA FIRM map as outside of the 100-year floodplain. The 2016 RSPU SEIR analyzed conveyance of

stormwater drainage from the RSP Area through the Stormwater Outfall project. With the use of the stormwater outfall, no new significant impacts related to risk of floods would occur from development of sites within the RSP Area. The Proposed Phase 1 Project is similar to the development capacity analyzed in the 2016 RSPU SEIR. The stormwater drainage from the Proposed Phase 1 Project would be conveyed via systemically sized stormwater network to the existing City outfall and the now complete Stormwater Outfall for the RSP Area, similarly resulting in a less-than-significant impact. This is the same conclusion as made for the 2016 KP Railyards Medical Center in the 2016 RSPU SEIR. Further, if the Proposed Phase 1 Project exceeds the imperviousness specified in the Railyards Drainage Master Plan, the applicant would be required to provide onsite drainage mitigation.

Water Quality

The 2016 RSPU SEIR discussed impacts with respect to water quality and found that earth-disturbing construction activities could substantially increase the potential for soil erosion and sedimentation in runoff discharging from the site during a rainstorm. In addition, improper handling, storage, or disposal of fuels and materials or improper cleaning of machinery could result in accidental spills or discharges that could degrade water quality. However, the 2016 RSPU SEIR identified that compliance with Sediment Control Ordinance, NPDES General Construction Permit, and project-specific dewatering permits would prevent the substantial degradation of water quality during project construction.⁶⁰ The Proposed Phase 1 Project would employ the same development methods and would be subject to the same permit and ordinances, compliance with which would limit project impacts related to the degradation of water quality to less than significant.

During operation, runoff from the Proposed Phase 1 Project would contain pollutants common in urban runoff including metals, oils and grease, pesticides, herbicides, nutrients, and trash, similar to anticipated runoff effects analyzed in the 2016 RSPU SEIR.⁶¹ As was concluded in the 2016 RSPU SEIR for the 2016 KP Medical Center Project, the Proposed Phase 1 Projects would be subject to treatment control and Low Impact Development (LID) regulations that would ensure that the project would not result in an impact to water quality. The Proposed Phase 1 Projects would also be subject to Storm Water Quality Permit requirements related to onsite permanent treatment, source control, and full capture trash devices. This is the same conclusion as made for the 2016 KP Railyards Medical Center in the 2016 RSPU SEIR.

Groundwater

Analysis of the potential impacts to groundwater in the 2016 RSPU SEIR concluded that the project would not withdraw groundwater for water supply or interfere with recharge of the groundwater basin.⁶² Development would be required to implement BMPs to prevent adverse impacts to groundwater quality and to comply with dewatering regulations. Ground-disturbing

⁶⁰ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, page 4.9-25.

⁶¹ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, page 4.9-28.

⁶² City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, page 4.9-34.

construction activities would include excavation for the construction of structural foundations and subgrade levels, trenching for utility connections, and grading. The construction processes for the Proposed Phase 1 Project would be the same as those processes anticipated and analyzed in the 2016 RSPU SEIR, as similar uses were anticipated for the project site. Similar to the discussion above, the Proposed Phase 1 Project would implement BMPs to prevent impacts to groundwater quality and comply with the dewatering regulations. Accordingly, this impact would be less than significant. This is the same conclusion as made for the 2016 KP Railyards Medical Center in the 2016 RSPU SEIR.

Mitigation Measures

2016 RSPU SEIR Mitigation Measures

There are no mitigation measures from the 2016 RSPU SEIR that would be required.

Additional 2024 Mitigation Measures

No additional mitigation measures are proposed.

Conclusion

Changes introduced by the Proposed Phase 1 Project and/or new circumstances relevant to the project would not, as compared to the 2016 RSPU SEIR, result in a new significant impact or significant impacts related to hydrology and water quality that are substantially more severe than significant impacts previously disclosed.

In addition, there is no new information of substantial importance showing that the Proposed Phase 1 Project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the previous EIR or Subsequent EIR. Nor is there new information of substantial importance showing that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project. For these reasons, the conclusions of the 2016 RSPU SEIR remain valid and Proposed Phase 1 Project effects related to hydrology and water quality would not require the preparation of a subsequent EIR.

Noise

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
13. Noise. Would the project result in:					
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	RSPU SEIR page 4.10-21 to 4.10-65	No	No	No	Yes 2016 RSPU SEIR MM 4.10-1, 4.10-4
b. Generation of excessive groundborne vibration or groundborne noise levels?	RSPU SEIR page 4.10-65 to 4.10-75	No	No	No	Yes 2016 RSPU SEIR MM 4.10-4 & 4.10-5
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	2007 RSP EIR page 6.8-1	No	No	No	N/A

Discussion

Relevant Changes to Project Related to Noise

The Proposed Phase 1 Project would include changes that would result in construction and operational noise and vibration impacts that would be similar to those impacts anticipated for the 2016 KP Medical Center Project that were disclosed in the 2016 RSPU SEIR. From the point of view of operational noise impacts, an important change in the proposed Phase 1 Project would be the elimination of a helistop that was included in the 2016 RSPU SEIR analysis. Elimination of the helistop would substantially reduce operational noise. As compared to the analysis of noise and vibration impacts presented in the 2016 RSPU SEIR, none of the project changes that are reflected in the Proposed Phase 1 Project would exacerbate noise or vibration impacts.

Relevant Changes to Environmental Setting

Land uses within the Proposed Phase 1 Project site, analyzed in the 2016 RSPU SEIR, have remained unchanged since the certification of the 2016 RSPU SEIR. The surrounding RSP Area has been subject to incremental progress of RSPU buildout, including substantial completion of the RSP Area roadway network. Two development projects on non-adjacent parcels to the project site are near completion, including The AJ Apartments development at the southwest corner of 7th Street and Railyards Boulevard, the Wong Center on 7th Street south of the UPRR tracks, and the

Sacramento County Courthouse between 6th and 7th Streets at the southern edge of the RSP Area. Outside of the RSP Area, the May Lee State Office Complex on North 7th Street between North B Street and Richards Boulevard has neared completion. Each of those projects would become operational prior to completion of the Proposed Phase 1 Project. Once operational, each of those projects will add additional traffic to roadways surrounding the project site, contributing to incremental increases in ambient traffic noise levels.

Comparative Impacts Discussion

Construction Noise

The 2016 RSPU SEIR identified that construction of the 2016 KP Railyards Medical Center would involve site grading, excavation for infrastructure and building foundations, building construction, and paving and landscaping installation. The SEIR analysis assumed that impact pile driving would be the loudest construction activity that may take place during building construction. Impact pile driving could generate noise levels that could adversely affect existing and future sensitive land uses (up to 80 dBA L_{eq} /87 dBA L_{max} across 5th Street in the adjacent R-5-SPD zone).⁶³ By the time construction begins, future residential uses may be present to the east of 5th Street, as well as in mixed-use projects developed in the C-3-SPD zone south of Railyards Boulevard. The implementation of Mitigation Measure 4.10-1 would implement actions intended to lessen noise impacts, including requirements for construction of temporary noise barriers if construction is going to take place within 130 feet of occupied residences, location of construction equipment staging as far as feasible from residential areas, and use of auger displacement for installation of foundation piles, if feasible. However, the 2016 RSPU SEIR found that Mitigation Measure 4.10-1 may not be sufficient to reduce short-term construction noise impacts to below the threshold of significance. This is the same conclusion as made for the 2016 KP Railyards Medical Center in the 2016 RSPU SEIR.

It should be noted that under current conditions there are no residential uses closer than nearly 600 feet of the project site, and thus construction noise would not be a significant impact under such conditions. However, depending on the construction schedule, sensitive receptors could be located the east across 5th Street, as close as 100 feet from the eastern edge of the project site. The 2016 RSPU SEIR concluded that temporary construction noise generated by implementation of the RSPU, including the KP Railyards Medical Center, may continue to exceed the City's thresholds of significance with implementation of Mitigation Measures 4.10-1. The 2016 RSPU SEIR provided Mitigation Measure 4.10-1 to reduce impacts to sensitive receptors due to exposure to high levels of noise due to pile driving during the day and night, which would constitute a significant impact. Mitigation Measure 4.10-4 is intended to reduce temporary construction vibration generated by implementing vibration monitoring strategies aimed at avoiding building damage. However, if nearby receptors are located within close proximity to the project site, they could be disturbed by noise and vibration from construction of the Proposed Phase 1 Project that exceeds acceptable standards. For this reason, the project impact related to

⁶³ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, page 4.10-24.

construction noise and vibration would continue to be a significant unavoidable impact, consistent with the determination of the 2016 RSPU SEIR.

Operational Noise

Noise sources from the KP Medical Center would include HVAC units, loading docks, and emergency sirens. The previously proposed helipad has been removed in the Proposed Phase 1 Project, which would eliminate noise from helicopter operations and decrease the overall operational noise impacts. Truck deliveries to the KP Railyards Medical Center may cause elevated noise levels near loading docks accessed from Summit Tunnel Avenue. Outside of the RSP Area, there are no existing sensitive land uses located within 110 feet of where these HVAC units and loading docks would be installed; further, there is no residentially zoned land within the RSP Area that would allow for residences to be constructed within 110 feet of the HVAC units and loading docks. Therefore, nearby residences would not be exposed to noise levels that would exceed the City of Sacramento's nighttime noise standard. This is the same conclusion as made for the 2016 KP Railyards Medical Center in the 2016 RSPU SEIR.

The operational noise impact of the Proposed Phase 1 Project includes emergency vehicle sirens, which would be associated with hospital activities at the KP Railyards Medical Center. The emergency room and emergency vehicle ingress and egress would be located on the north side of the Hospital on Summit Tunnel Avenue. Although ambulance sirens can generate noise levels of about 90 dBA, it is common practice not to use sirens when approaching the hospital as critical cases are usually stabilized. Noise from emergency vehicle sirens is exempt from local noise standards due to their urgent nature, resulting in a less-than-significant impact. This is the same conclusion as made for the 2016 KP Railyards Medical Center in the 2016 RSPU SEIR.

The changes proposed by the Phase 1 Project would not alter the overall planned capacity as analyzed in the 2016 RSPU SEIR. Therefore, the number of vehicle trips generated by the Proposed Phase 1 Project, and their associated traffic noise impacts would be similar or reduced as compared to the noise impacts identified in the 2016 RSPU SEIR analysis and would not expose nearby sensitive receptors to substantial noise increases over baseline conditions.⁶⁴ As discussed on page 4.10-37 of the 2016 RSPU SEIR, the traffic noise impacts associated with the development of the KP Railyards Medical Center were estimated using the FHWA Traffic Noise Model. The analysis showed that none of the roadway segments would exceed the normally acceptable Ldn threshold of 70 dBA Ldn for Urban Residential Infill and Mixed-Use Projects, however the Proposed Phase 1 Project traffic would exceed allowable incremental noise increases along certain roadway segments, including Richards Boulevard, Bercut Drive, Railyards Boulevard, 7th Street, and 5th Street. Since there are no existing residential uses located adjacent to these roadway segments, the impact is considered less than significant. This is the same conclusion as made for the 2016 KP Railyards Medical Center in the 2016 RSPU SEIR.

The approved 2016 KP Railyards Medical Center project included the provision of a helistop to allow for non-emergency transfer of patients who, for medical reasons, are most appropriately

⁶⁴ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, page 4.10-37.

moved to or from the KP Railyards Medical Center to another acute care facility through the air rather than traditional vehicular ambulances. In recognition of the brief time during the one or two days per week on which helicopter operations were anticipated to occur, the 2016 RSPU SEIR determined that the associated Ldn noise metric would not exceed the FAA noise restrictions, and that helicopter activity at the KP Railyards Medical Center helistop would not be considered to result in a substantial noise increase within the project area. The impact was determined to be less than significant. Nevertheless, the helistop has now been eliminated from the Phase 1 Project and any associated helicopter noise that was described in the 2016 RSPU SEIR would not occur.

Because the Proposed Phase 1 Project is a refined initial phase of the KP Railyards Medical Center Project that was analyzed in the 2016 RSPU SEIR operational transportation and non-transportation noise impacts of the Proposed Phase 1 Project would be similar to or less than those disclosed in the 2016 RSPU SEIR.

Construction Vibration

The 2016 RSPU SEIR analyzed the vibration effects from construction of the 2016 KP Railyard Medical Center Project, concluding that the anticipated use of impact pile driving during foundation pile installation may expose some historic and some older buildings located within 47 and 148 feet of the project site to vibration levels that would result in building damage and human annoyance, respectively.⁶⁵ This was determined in the 2016 RSPU SEIR to be a potentially significant impact.

No historic or older buildings are currently present within 148 feet of the project site. Although the 2016 RSPU SEIR identified this as a potentially significant impact, as described under Impact 4.10-4 of the 2016 RSPU SEIR, current conditions lead to the conclusion that this impact would be less than significant for the Proposed Phase 1 Project. As such, Mitigation Measure 4.10-4 would not be required.

Operational Vibration

The analysis in the 2016 RSPU SEIR that there would be no operational vibration impacts associated with the 2016 KP Railyards Medical Center Project. Because the Proposed Phase 1 Project is a refined initial phase of the project analyzed in the 2016 RSPU SEIR, the proposed Phase 1 Project would be anticipated to have no operational vibration impact. This is the same conclusion as made for the 2016 KP Railyards Medical Center in the 2016 RSPU SEIR.

Exposure to Aircraft Noise

The 2007 RSP EIR noted that the RSP Area is not located within an airport land use compatibility plan or within two miles of an airport or private airstrip. Therefore, development of the RSP Area would not expose people to excessive airport noise levels. As a result, this issue was not discussed in the 2016 RSPU SEIR and is not discussed further in this analysis. Conditions have not changed since publication of the 2016 RSPU SEIR. As such, there would be no impact to

⁶⁵ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, page 4.10-67.

people residing or working in the Proposed Phase 1 Project from exposure to excessive levels of aircraft noise.

Mitigation Measures

2016 RSPU SEIR Mitigation Measures

Mitigation Measure 4.10-1

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 3/4-inch Medium Density Overlay (MDO) plywood sheeting, or other material of equivalent utility and appearance, and shall achieve a Sound Transmission Class of STC-30, or greater, based on certified sound transmission loss data taken according to ASTM Test Method E90 or as approved by the City of Sacramento Building Official.*
- b) Construction equipment staging areas shall be located as far as feasible from residential areas while still serving the needs of construction contractors.*
- c) Use of auger displacement for installation of foundation piles, if feasible. If impact pile driving is required, sonic pile drivers shall be used, unless engineering studies are submitted to the City that show this is not feasible, based on geotechnical considerations.*

Additional 2024 Mitigation Measures

No additional mitigation measures are proposed.

Conclusion

The Proposed Phase 1 Project would be constructed within the footprint previously analyzed in the 2016 RSPU SEIR. Changes introduced by the Proposed Phase 1 Project and/or new circumstances relevant to the Proposed Phase 1 Project would not result in new significant impacts related to noise that are substantially more severe than significant impacts previously disclosed. In fact, because some of the potential noise and vibration impacts disclosed in the 2016 RSPU SEIR accounted for the potential for construction of noise sensitive uses in close proximity to the KP Railyards Medical Center project site, and such construction has not occurred in the intervening years, a number of potentially significant impacts are now determined to be less than significant, or there is now no impact at issue at all. Further, since the Phase 1 Project does not include a helistop as the 2016 KP Railyards Medical Center Project did, the elimination of the helistop reduces another noise generating use (albeit one that was determined to be less than

significant), further reducing the noise effect of the Proposed Phase 1 Project as compared to the approved 2016 KP Railyards Medical Center Project.

There is no new information of substantial importance showing that the Proposed Phase 1 Project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the previous EIRs. Nor is there new information of substantial importance showing that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project. For these reasons, the conclusions of the 2016 RSPU SEIR remain valid and effects related to noise and vibration from the Proposed Phase 1 Project would not require the preparation of a subsequent EIR.

Public Services

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

Discussion

Relevant Changes to Project Related to Public Services

The Proposed Phase 1 Project would be a refined initial phase of the approved 2016 KP Medical Center Project analyzed in the 2016 RSPU SEIR and would not include changes that would be anticipated to alter effects on public services as analyzed in the SEIR.

Schools and Parks

Relevant Changes to Environmental Setting

Land uses within the Proposed Phase 1 Project site, analyzed in the 2016 RSPU SEIR, have remained unchanged since the certification of the 2016 RSPU SEIR. The surrounding RSP Area has been subject to gradual advancement of RSPU buildout, including substantial completion of the RSP Area roadway network, including additional connections to the downtown grid and Jibboom Street. Two development projects on non-adjacent parcels to the project site are near completion, including The JA mixed use development at the southwest corner of 7th Street and Railyards Boulevard, and the Sacramento County Courthouse between 6th and 7th Streets at the southern edge of the RSP Area. Outside of the RSP Area, the May Lee State Office Complex on North 7th Street between North B Street and Richards Boulevard is near completion. Each of those projects would become operational prior to completion of the Proposed Phase 1 Project.

Comparative Impacts Discussion

Police Protection

The 2016 RSPU SIER described how the approved 2016 KP Railyards Medical Center would generate additional population at the project site, but that the additional population would only produce security issues and the related need for law enforcement resources equal to, or less than, those associated with similar urban residential and typical commercial (e.g., office and retail) uses. It further disclosed that Kaiser Permanente provides private security to patrol and respond to campus-wide safety incidents. The Proposed Phase 1 Project would provide a similar level of specialized private security for the KP Railyards Medical Center campus and would include a security center on the medical campus that would offer 24-hour private security for all of the KP Medical Center facilities. These security staff would be the first responders for the protection services of staff, assets and property and provide supplemental assistance to Sacramento PD. The 2016 RSPU SEIR found that because the proposed 2016 KP Medical Center Project would include presence of the proposed private security detail which would serve to lessen the demand for police protection at KP Medical Center, no additional police facilities were anticipated to serve the KP Medical Center, and this impact would have a less than significant impact related to police protection services.⁶⁶ The same conditions would occur with the Proposed Phase 1 Project, rendering this impact to be less than significant. This is the same conclusion as made for the 2016 KP Railyards Medical Center in the 2016 RSPU SEIR.

Fire Protection

Potential impacts from the 2016 KP Medical Center Project related to fire protection were analyzed in the 2016 RSPU SEIR, which determined that the development of the project would result in less-than-significant impacts to public services for fire protection.⁶⁷ The SEIR disclosed that the approved KP Railyards Medical Center would be required to meet Uniform Fire Code and California Fire Code standards related to access, fire hydrants, automatic sprinkler systems, fire alarm systems, water flow, and other requirements pertaining to hospital fire safety standards, and determined that existing fire protection resources would be capable of adequately serving the KP Railyards Medical Center and other RSP Area development. The Proposed Phase 1 Project is a refined initial phase of the overall 2016 KP Medical Center Project analyzed in the 2016 RSPU SEIR and would be required to meet all of the fire safety standards identified in the 23016 RSPU SEIR. Because it does not propose changes that would be anticipated to alter demand for fire protection services, the Proposed Phase 1 Project impact on fire protection services would be less than significant. This is the same conclusion as made for the 2016 KP Railyards Medical Center in the 2016 RSPU SEIR.

Schools, Parks and Recreation Facilities, and Libraries

The 2016 RSPU SEIR assumed that residential uses and residents would not be directly introduced by the approved KP Medical Center Project. Thus, the SEIR determined that no

⁶⁶ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, page 4.11-10.

⁶⁷ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, page 4.11-21.

residential demand for parks, schools, or libraries would occur.^{68, 69} As was assumed in the 2016 RSPU SEIR, the Proposed Phase 1 Project would not include the introduction of residents and would similarly be anticipated to have no impact to public services for schools, parks, or libraries. This is the same conclusion as made for the 2016 KP Railyards Medical Center in the 2016 RSPU SEIR. The Proposed Phase 1 Project would enhance the Stanford Walk area, a public easement on Kaiser Permanente-owned land, by providing a Class 1 bike path and pedestrian way connecting Vista Park to the southern portions of the RSP Area.

Mitigation Measures

2016 SEIR Mitigation Measures

There are no mitigation measures from the 2016 RSPU SEIR that are required.

Additional 2024 Mitigation Measures

None.

Conclusion

Changes introduced by the Proposed Phase 1 Project, and/or new circumstances relevant to the Proposed Phase 1 Project would not, as compared to the 2016 RSPU SEIR, result in a new significant impact or significant impacts related to public services that are substantially more severe than significant impacts previously disclosed.

In addition, there is no new information of substantial importance showing that the Proposed Phase 1 Project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the previous EIR or Subsequent EIR. Nor is there new information of substantial importance showing that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project. For these reasons, the conclusions of the 2016 RSPU SEIR remain valid and project effects related to public services from the Proposed Phase 1 Project would not require the preparation of a subsequent EIR.

⁶⁸ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, page 4.11-57.

⁶⁹ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, page 4.11-65.

Transportation/Traffic

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

Discussion

Relevant Changes to Project Related to Transportation/Traffic

The Proposed Phase 1 Project would include 312 of the 420 hospital beds included in the 2016 KP Medical Center Project. The Proposed Phase 1 Project would include a 171,500-square foot HSB, which would be a slight reduction in size from the 210,000-square-foot HSB described in the 2016 RSPU SEIR. The proposed Energy Center would be reduced in size relative to the facility analyzed in the 2016 RSPU SEIR (from 60,000 square feet to 32,500 square feet). These changes would result in construction and operational impacts related to transportation that would be similar to or reduced as compared to transportation impacts disclosed for the 2016 KP Railyards Medical Center Project in the 2016 RSPU SEIR.

Relevant Changes to Environmental Setting

A range of transportation-related construction activities have occurred adjacent to and in the vicinity of the project site since certification of the 2016 RSPU SEIR. This includes further construction of the RSP Area roadway infrastructure west of 7th Street. Roadway network changes have also occurred in the vicinity of the project site including:

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

As described below, changes in the regulatory setting have occurred since the 2016 RSPU SEIR was certified, which changed the focus of transportation analysis in CEQA. This has led to a shift in how transportation and land use projects are analyzed under CEQA, and the analysis below reflects these regulatory changes.

Relevant Changes to the Regulatory Setting

Senate Bill 743

Senate Bill 743 (SB 743), passed in 2013, required the California Governor’s Office of Planning and Research (OPR) to develop new CEQA guidelines that focus on vehicle miles traveled (VMT) instead of traditional traffic metrics like level of service (LOS). The updated guidelines, which took effect July 1, 2020, after certification of the 2016 RSPU SEIR, mandate VMT as the primary metric for transportation impacts under CEQA. VMT measures miles traveled by vehicles within a region, emphasizing the use and efficiency of the transportation network.

The enactment of SB 743 also established CEQA exemptions for qualifying projects within transit priority areas. The Proposed Phase 1 Project site is located within such an area, making it exempt from further environmental review under PRC Section 21155.4.

In December 2018, OPR published a Technical Advisory on Evaluating Transportation Impacts in CEQA, further guiding the implementation of SB 743. The City of Sacramento has aligned its

transportation impact guidelines with these recommendations and is updating its performance metrics and thresholds as part of its 2040 General Plan. In the 2040 General Plan EIR, transportation impacts are evaluated using VMT, with a threshold set at 85% of the regional average VMT.

SACOG MTP/SCS

The Sacramento Area Council of Governments (SACOG) is an association of local governments in the six-county Sacramento region. SACOG provides transportation planning and funding for the region and serves as a forum for the study and resolution of regional issues. In addition to preparing the region’s long-range transportation plan, SACOG approves the distribution of affordable housing in the region and assists in planning for transit, bicycle networks, clean air, and airport land uses. In November 2019, the SACOG Board adopted the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), which provides a 20-year transportation vision and corresponding list of planned and programmed projects. The Proposed Phase 1 Project is consistent with the MTP/SCS programming policies of placing land uses in transportation efficient locations. Additionally, review of the SACOG travel model maps later in this section indicates that the 2040 cumulative version of the model assumes both residential and employment within the Area Plan.

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

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

Comparative Impacts Discussion

Conflicts with Programs, Plans, Ordinances, or Policies

The Proposed Phase 1 Project involves the development of the KP Medical Center, including a Hospital, Hospital Support Building, Energy Center, and parking facilities, and would not be anticipated to alter the circulation system in the vicinity other than as necessary to implement the proposed improvements to the project site. The project site is located in Sacramento’s Central City, with access to various transportation modes such as the Capitol Corridor/Amtrak, light rail, and buses. The Proposed Phase 1 Project would provide access to the site via multiple access points and modes of transportation. On-site improvements that would support travel by a variety

of modes including transit (Capitol Corridor/Amtrak, light rail, bus,) walking, and biking. Improvements would also be made to accommodate travel within the area by vehicle in order to support anticipated travel by private automobiles, TNCs such as Uber and Lyft, deliveries, and other vehicles.

Bicycle/Pedestrian/Transit System Impacts

The Proposed Phase 1 Project's active transportation improvements would benefit both project employees and visitors, as well as other travelers. The proposed site design includes dedicated pedestrian connectivity, bicycle parking, and access to transit facilities. These improvements would be consistent with the City's goals of maintaining and improving pedestrian, bicycle, and transit access. Thus, the Proposed Phase 1 Project would not conflict with City plans, programs, ordinances, or policies related to bicycle, pedestrian, and transit facilities. This is the same conclusion as made for the 2016 KP Railyards Medical Center in the 2016 RSPU SEIR.

Construction Impacts

As analyzed in the 2016 RSPU SEIR, the 2016 KP Railyards Medical Center would have construction traffic impacts related to conducting project staging on an adjacent parcel and the generation of project construction traffic. The Proposed Phase 1 Project would have similar levels of construction and resultant impacts to areas traffic. Mitigation Measure 4.12-7(a) from the 2016 RSPU SEIR would be applicable to the Proposed Phase 1 Project. This mitigation measure requires the preparation of construction traffic management plans to reduce disruptions to all modes of travel associated with project construction. With this mitigation, impacts associated with construction impacts would be reduced to a less-than-significant level. This is the same conclusion as made for the 2016 KP Railyards Medical Center in the 2016 RSPU SEIR.

Vehicle Miles Traveled (VMT)

The approved KP Railyards Medical Center will be situated in one of the most transportation-efficient locations in the Sacramento region. Employees, visitors, and shoppers to the area would be able to access the site by Capitol Corridor inter-city train service, light rail, multiple bus routes, and dedicated bicycle/pedestrian facilities.

A significant impact would be identified if the Proposed Phase 1 Project increased total VMT for either employees or patients/visitors. The VMT analysis in the 2016 RSPU SEIR assumed that the 2016 KP Railyards Medical Center Project would not generate additional trips regionally but would redistribute existing trips within the region. This redistribution would result from employees and patients shifting from other hospitals to the new KP Medical Center. The analysis considered the potential shift of hospital jobs and future campus improvement jobs from other regional hospitals within Sacramento, such as the Kaiser Permanente Sacramento Medical Center on Morse Avenue. This approach ensures that the VMT impact assessment reflects the project's true impact on regional trip-making behavior. The analysis of project-specific VMT for the 2016

KP Medical Center Project concluded that the project would be anticipated to result in a minor increase in VMT.⁷⁰ This impact would be potentially significant under current CEQA standards.

The Proposed Phase 1 Project is a refined initial phase of the 2016 KP Medical Center Project analyzed in the 2016 RSPU SEIR. Thus, VMT impacts resulting from development of proposed Phase 1 Project would not be substantively changed from those assumed in the SEIR and would be within the scope of the impact that would occur from buildout of the 2016 KP Railyards Medical Center Project. While VMT was not the standard for analysis of transportation impacts at the time of certification of the 2016 RSPU SEIR and the City did not identify the increase in VMT from the 2016 KP Medical Center Project as a significant impact, the City disclosed the impact at that time. Therefore, as the Proposed Phase 1 Project would not increase VMT impacts relative to those analyzed in the 2016 RSPU SEIR, no new significant impact would occur from implementation of the Proposed Phase 1 Project.

Hazards and Emergency Response Impacts

The Proposed Phase 1 Project would develop the first phase of an acute care Hospital and supporting structures consistent with the assumptions of the project level analysis conducted for the 2016 KP Railyards Medical Center Project in the 2016 RSPU SEIR. The Phase 1 Project would provide several on-street pick-up and drop-off zones to manage passenger traffic during events, reducing potential hazards. Multiple routes would be available for emergency vehicles to access the site, ensuring efficient emergency response. Therefore, impacts associated with hazards and emergency response for the Proposed Phase 1 Project would be less than significant. This is the same conclusion as made for the 2016 KP Railyards Medical Center in the 2016 RSPU SEIR.

Mitigation Measures

2016 RSPU SEIR Mitigation Measures

Mitigation Measure 4.12-7(a)

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

- *The number of truck trips, time, and day of street closures*
- *Time of day of arrival and departure of trucks*

⁷⁰ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, page 4.12-176.

- *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.

Additional 2024 Mitigation Measures

No additional mitigation measures are proposed.

Conclusion

Changes introduced by the Proposed Phase 1 Project, and/or new circumstances relevant to the Proposed Phase 1 Project would not, as compared to the 2016 RSPU SEIR, result in a new significant impact or significant impacts related to transportation that are substantially more severe than significant impacts previously disclosed.

In addition, there is no new information of substantial importance showing that the Proposed Phase 1 Project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the previous EIR or Subsequent EIR. Nor is there new information of substantial importance showing that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project. For these reasons, the conclusions of the 2016 RSPU SEIR remain valid and project effects related to transportation associated with the Proposed Phase 1 Project would not require the preparation of a subsequent EIR.

Utilities and Service Systems

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

Discussion

Relevant Changes to Project Related to Utilities and Service Systems

The Proposed Phase 1 Project is a refined initial phase of the 2016 KP Railyards Medical Center Project analyzed in the 2016 RSPU SEIR. From a development intensity and operational capacity standpoint, the Proposed Phase 1 Project is not substantially changed from the project analyzed in the 2016 RSPU SEIR and in later phases could be built out to the full size and capacity described in the 2016 RSPU SEIR.

However, the design of the Proposed Phase 1 Project has changed to be an all-electric facility with an onsite Energy Center, which would eliminate the use of natural gas for operation of boilers in the CUP that was analyzed in the 2016 RSPU SEIR. The Proposed Phase 1 Project would also be designed and constructed to meet 2022 Title 24 standards and the LEED Gold level of certification, which are increased levels of energy efficiency and water demand than disclosed in the 2016 RSPU SEIR.

Relevant Changes to Environmental Setting

The RSP Area has evolved since certification of the 2016 RSPU SEIR. The Stormwater Outfall project has been completed and storm drainage currently flows directly into the stormwater outfall system, while wastewater flows into the Combined Sewer System (CSS). The internal systems of roads has been substantially completed west of 7th Street, which extends sewer lines and other utilities through the RSP Area and provides connection to the CSS. Some stormwater runoff is captured in on-site basins, and a retention basin has been constructed south of Railyards Boulevard, across the street from the project site. That system captures runoff from Railyards Boulevard, 5th Street, and 6th Street. Existing storm drainage and sanitary sewer pipelines in use in the RSP Area are limited to those located south of the main UPRR railroad lines.

Since certification of the 2016 RSPU SEIR, a 36-inch diameter sewer main was installed when Railyards Boulevard was constructed. This line collects sanitary sewer flows from the entire RSP Area north of the UPRR tracks and provides conveyance of offsite flows from the River District to the north of the RSP Area to the CSS at 3rd Street. The City also constructed a 3rd Street relief sewer pipeline to convey flows from the RSP and River District south to connect with an interceptor pipeline at T Street, avoiding the existing constrained CSS system. A separate City project planned to construct a lift station within the RSP Area has since seen the pump structure built on an adjacent lot within the Railyards.

The project site has remained largely unchanged since the certification of the 2016 RSPU SEIR. There have been no substantial changes to the RSP Area or the project site that would result in the Proposed Phase 1 Project having new significant impacts to utilities and service systems that were not considered in the 2016 RSPU SEIR or that substantially increase the severity of a previously identified impacts. Further, grading permit applications or subdivision improvement plan applications that have been accepted for processing by the City as part of the approved KP Railyards Medical Center are not subject to the adjusted fee amounts for five years after January 22, 2024.

Comparative Impacts Discussion

The 2016 RSPU SEIR identified and analyzed potential impacts to utilities and service systems for the planned development of the approved KP Railyards Medical Center. The Proposed Phase 1 Project covers a portion of this development footprint. Potential impacts from the Proposed Phase 1 Project, including water supply and wastewater infrastructure, were already analyzed in the 2016 RSPU SEIR.

Wastewater

The Proposed Phase 1 Project would utilize the existing utility backbone system with planned connections. Currently, a 36-inch diameter sewer main installed with the Railyards Boulevard provides the main sewer line connection. This sewer line collects sanitary sewer flows from the entire RSP Area north of the UPRR tracks and provide conveyance of offsite flows from the River District, located to the north of the RSP Area to the CSS at 3rd Street. The 3rd Street relief sewer pipeline conveys flows from the RSP Area to the interceptor pipeline at T Street to avoid constraining the CSS system. In compliance with the Railyards Sewer Master Plan, any additional flows to the CSS system will be addressed, and the Phase 1 Project will be subject to the CSS Impact fee. With completion of the Stormwater Outfall system to provide stormwater conveyance in the RSP Area, the wastewater system maintains adequate conveyance capacity to serve the RSP Area including the KP Railyards Medical Center project site. As the Proposed Phase 1 Project would represent an initial phase of development and would have a proportionate level of patients, visitors and staff compared to those assumed for the 2016 KP Railyards Medical Center Project and analyzed in the 2016 RSPU SEIR, the proposed Phase 1 Project would not exceed the demand for wastewater conveyance analyzed in the 2016 RSPU SEIR. The resultant impact would be less than significant and would be consistent with the analysis in the SEIR.⁷¹

The 2016 RSPU SEIR estimated that the 2016 KP Medical Center Project would generate approximately 281,480 gpd of wastewater, which could be accommodated within existing Sacramento Regional Wastewater Treatment Plant capacity.⁷² As identified for wastewater conveyance, the Proposed Phase 1 Project would develop the initial phase of the overall project which was analyzed in the 2016 RSPU SEIR. Therefore, the Proposed Phase 1 Project would have a lower estimated demand for wastewater treatment than that analyzed in the 2016 RSPU SEIR and would have a less than significant impact on wastewater treatment capacity. This is the same conclusion as made for the 2016 KP Railyards Medical Center in the 2016 RSPU SEIR.

Water Supply

The 2016 RSPU SEIR analyzed the City's available water supply to determine if sufficient supply existed to serve the 2016 KP Medical Center Project. The 2016 KP Medical Center Project was estimated to generate a demand for water supply of approximately 182 acre-feet-per-year (afy) for the Hospital and Hospital Support Building, an additional 37 afy for the later phase medical office buildings, for a total of 219 afy. The SEIR concluded that City has unused water supply

⁷¹ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, page 4.13-17.

⁷² City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, page 4.13-15.

well in excess of this amount, so it would be able to meet the demand of the KP Railyards Medical Center.⁷³ The Proposed Phase 1 Project would advance a refined first phase of the overall project, but would not change the overall planned size and water demand of the approved KP Railyards Medical Center Project disclosed in the 2016 RSPU SEIR. Therefore, the Proposed Phase 1 Project would not result in water demand that is beyond the projected water demand analyzed in the 2016 RSPU. The impact related to water demand of the Proposed Phase 1 Project would be less than significant. This is the same conclusion as made for the 2016 KP Railyards Medical Center in the 2016 RSPU SEIR.

The 2016 KP Medical Center Project is anticipated to generate an average demand for water treatment of approximately 0.16 million gallons per day (mgd), with a maximum day demand of 0.32 mgd. This would bring the City-wide demand for water treatment to 120.32 mgd, which is within the City's current treatment capacity.⁷⁴ As with water supply, the water treatment demand of the Proposed Phase 1 Project would represent an initial phase of the overall project analyzed in the 2016 RSPU SEIR, and would not result in demand for water treatment that is beyond the projected demand analyzed in the 2016 RSPU SEIR. The impact of the Proposed Phase 1 Project related to demand for water treatment would be less than significant. This is the same conclusion as made for the 2016 KP Railyards Medical Center in the 2016 RSPU SEIR.

Solid Waste

The 2016 RSPU SEIR analysis of the 2016 KP Medical Center Project anticipated that solid waste from the KP Medical Center project would be collected through a private franchise hauler, because it is considered a commercial solid waste generator. The SEIR estimated the total annual waste generated from both the hospital facilities and the later phase medical office buildings would be approximately 3,113 tons.⁷⁵ In order to meet LEED Gold standards, the Proposed Phase 1 Project would implement a construction waste diversion program that would minimize waste generated and use recycled building materials. By following these requirements, debris generated by construction of the Proposed Phase 1 Project and sent to landfills by would be minimized. The Proposed Phase 1 Project would comply with all the State and City regulations on commercial waste generators that increased recycling and decrease waste that goes to landfills, further decreasing the waste that is landfilled.

The 2016 RSPU SEIR concluded that the waste generated by the approved KP Railyards Medical Center is 0.002% of the remaining capacity at the regional landfills and there is sufficient landfill capacity available to serve the built out KP Railyards Medical Center and would not require new or expanded solid waste management or disposal facilities. Because the Proposed Phase 1 Project is a partial initial phase of the overall project, it would be within and would not increase the estimate of solid waste generation disclosed in the 2016 RSPU SEIR. Therefore, the Proposed Phase 1 Project would have a less-than-significant impact related to solid waste generation and

⁷³ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, page 4.13-3.

⁷⁴ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, page 4.13-40.

⁷⁵ City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, page 4.13-59.

disposal. This is the same conclusion as made for the 2016 KP Railyards Medical Center in the 2016 RSPU SEIR.

Mitigation Measures

2016 RSPU SEIR Mitigation Measures

There are no mitigation measures from the 2016 RSPU SEIR that are required.

Additional 2024 Mitigation Measures

No additional mitigation measures are required.

Conclusion

Changes introduced by the Proposed Phase 1 Project and/or new circumstances relevant to the Proposed Phase 1 Project would not, as compared to the 2016 RSPU SEIR, result in a new significant impact or significant impacts related to utilities and service systems that are substantially more severe than significant impacts previously disclosed.

In addition, there is no new information of substantial importance showing that the Proposed Phase 1 Project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the 2016 RSPU SEIR. Nor is there new information of substantial importance showing that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project.

For these reasons, the conclusions of the 2016 RSPU SEIR remain valid and effects related to utilities from the Proposed Phase 1 Project would not require the preparation of a subsequent EIR.

Environmental Determination

Based on the above analysis, pursuant to State CEQA Guideline 15164 this Addendum to the certified 2016 Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium, & Stormwater Outfall Subsequent EIR (2016 RSPU SEIR) has been prepared.

As documented in the discussions above, substantial changes are not proposed with the Proposed Phase 1 Project, nor have any substantial changes occurred with respect to the circumstances under which the Phase 1 Project is undertaken, which would require major revisions to the 2016 RSPU SEIR, and therefore no new mitigation measures would be required. More specifically, there is no new information of substantial importance supporting a conclusion that the Proposed Phase 1 Project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects identified in the 2016 RSPU SEIR. Further, there is no new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the 2016 RSPU SEIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

Having considered the analysis set forth in this Addendum, the City of Sacramento's Community Development Department has concluded that the analyses conducted and the conclusions reached in the 2016 RSPU SEIR remain relevant and valid. There is no substantial evidence in the record to support a fair argument that the Proposed Phase 1 Project may result in significant environmental impacts not previously studied in the 2016 RSPU SEIR and, accordingly, the project changes would not result in any of the conditions identified in CEQA Guidelines Section 15162. Thus, preparation of a Subsequent EIR or a Supplemental EIR is not required to address the changes to the KP Sacramento Railyards Medical Center Project. The Proposed Phase 1 Project would remain subject to all applicable previously required mitigation measures from the 2016 RSPU SEIR as identified in this checklist.