



**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: Central Shops at the Railyards (Z21-107)

Original Project: Railyards Specific Plan; Railyards Specific Plan Update

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: February 28, 2022

By: \_\_\_\_\_

**Tom Buford, Principal Planner**

# CENTRAL SHOPS AT THE RAILYARDS

## Addendum and Environmental Checklist

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

February 2022





# CENTRAL SHOPS AT THE RAILYARDS

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Community Development Department  
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Sacramento, CA 95811

February 2022

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# CENTRAL SHOPS AT THE RAILYARDS

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## Addendum and Environmental Checklist

### Introduction

Downtown Railyards Venture (DRV) is proposing the rehabilitation and development of the Paint Shop building, located in the Central Shops District of the Railyards Specific Plan (RSP) Area. The Central Shops area is envisioned as a hub for cultural-related retail and public gathering space in the Railyards. The adaptive re-use of the existing historic Paint Shop building would be re-purposed for a change of use to a mixed-use entertainment venue. The Central Shops Plaza—a pedestrian environment with a Pavilion will surrounded by public seating, landscaping, and event capability and other supportive amenities such as a central utility plant, temporary parking, and street improvements.

For the City to consider an amendment to the Railyards Specific Plan, the City must ensure that, if needed, environmental review consistent with the requirements of the California Environmental Quality Act (CEQA) and the State CEQA Guidelines has been completed. Because the City has previously complied with CEQA for the Railyards project and the new discretionary action before the City would be a change in an already-approved project, the City can rely on information in the certified EIR, the subsequent addendum, and the subsequent EIR previously prepared for the Railyards Specific Plan area, to the extent they remain adequate. Consistent with the requirements of CEQA Guidelines Section 15162, the City must, therefore, determine whether any changed circumstances or “new information of substantial importance” will trigger the need for a subsequent EIR.

As described in CEQA Guidelines Section 15164, a lead agency shall 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 of conditions identified in CEQA Guidelines Section 15162 have occurred. No subsequent EIR shall be prepared for that project unless the lead agency determines, based on substantial evidence in the light of the whole record, 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.

If any of the triggers set forth above occurs, the City would be required to prepare a subsequent EIR, unless “only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation,” in which case a “supplement to an EIR” would suffice (see CEQA Guidelines, Section 15163). If there are no grounds for either a subsequent EIR or a supplement to an EIR, then the City must prepare an addendum pursuant to CEQA Guidelines Section 15164, explaining why “some changes or additions” to the 2007 EIR, the 2012 Addendum to the EIR, and the 2016 Subsequent EIR (SEIR) “are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.”

Environmental analysis has been prepared for the entire Railyards Specific Plan (RSP) area, which includes the proposed project site of the Central Shops at the Railyards project, and is encompassed in four environmental documents:

- Railyards Specific Plan EIR, **SCH No. 2006032058** (certified November 2007);
- Addendum to the Railyards Specific Plan EIR (approved April 9, 2012);
- Railyards Specific Plan Update Subsequent EIR, **SCH No. 2006032058** (certified October 2016); and
- Sacramento Valley Station Area Plan Addendum to the Railyards Specific Plan Update Subsequent EIR (approved April 6, 2021).

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 project within the Railyards Specific Plan. This analysis considers whether the proposed project or environmental conditions that exist today have changed such that new or substantially more severe environmental impacts would occur compared to those evaluated in the 2007 EIR, the 2012 Addendum, and the 2016 SEIR.

## Project Location

The project site is located in Sacramento, California, approximately 80 miles east of San Francisco and 85 miles west of Lake Tahoe. Sacramento is a major transportation hub, the point of intersection of 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.

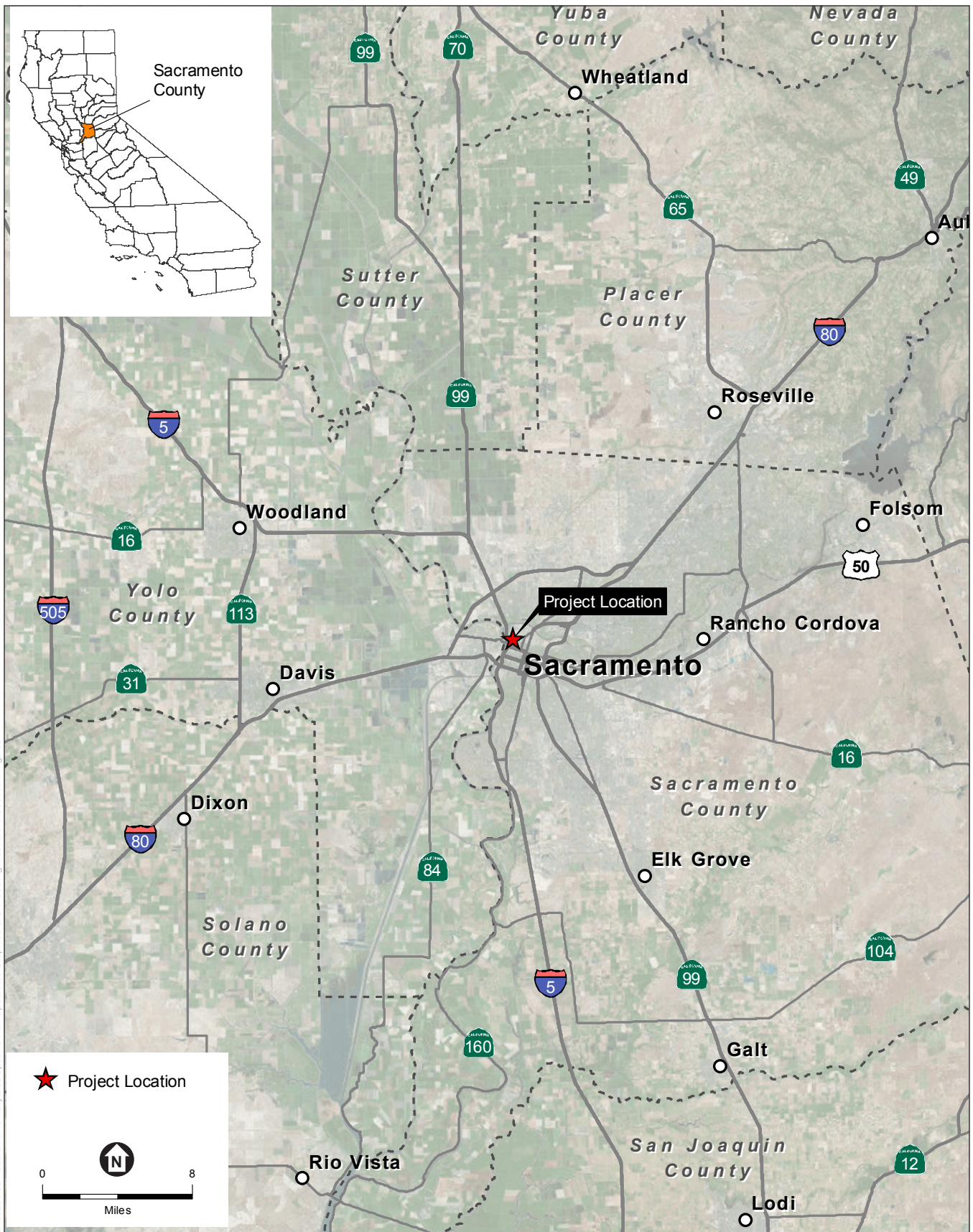
The City is bisected by a number of major freeways including Interstate 5 (I-5) which traverses the state from north to south; Interstate 80 (I-80), which provides an east-west connection between San Francisco and Reno; and U.S. Highway 50 which provides an east-west connection between Sacramento and 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 Railyards Specific Plan Area (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 7<sup>th</sup> Street, the UPRR tracks, and 12<sup>th</sup> 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 Central Shops at the Railyards project site is on one parcel, APN 002-0010-075, and encompasses the existing Paint Shop building, the public plaza space immediately to the west and south of the building, and a small area immediately east of and behind the building.

## 2016 Railyards Specific Plan Update Subsequent Environmental Impact Report

The 2016 RSPU envisioned Central Shops District to provide for the adaptive reuse of the historic Central Shops buildings with historic/cultural-themed uses, such as a performing arts theater, exhibit space, public marketplace, art galleries, clubs, and other entertainment-supporting uses, as well as office and retail space. The boundaries of the Central Shops District (which are coterminous with the Central Shops Historic District) were modified to reassign Lots 12 and 13,



SOURCE: ESRI, 2012; ESA, 2016

Central Shops at the Railyards Addendum

**Figure 1**  
Regional Location



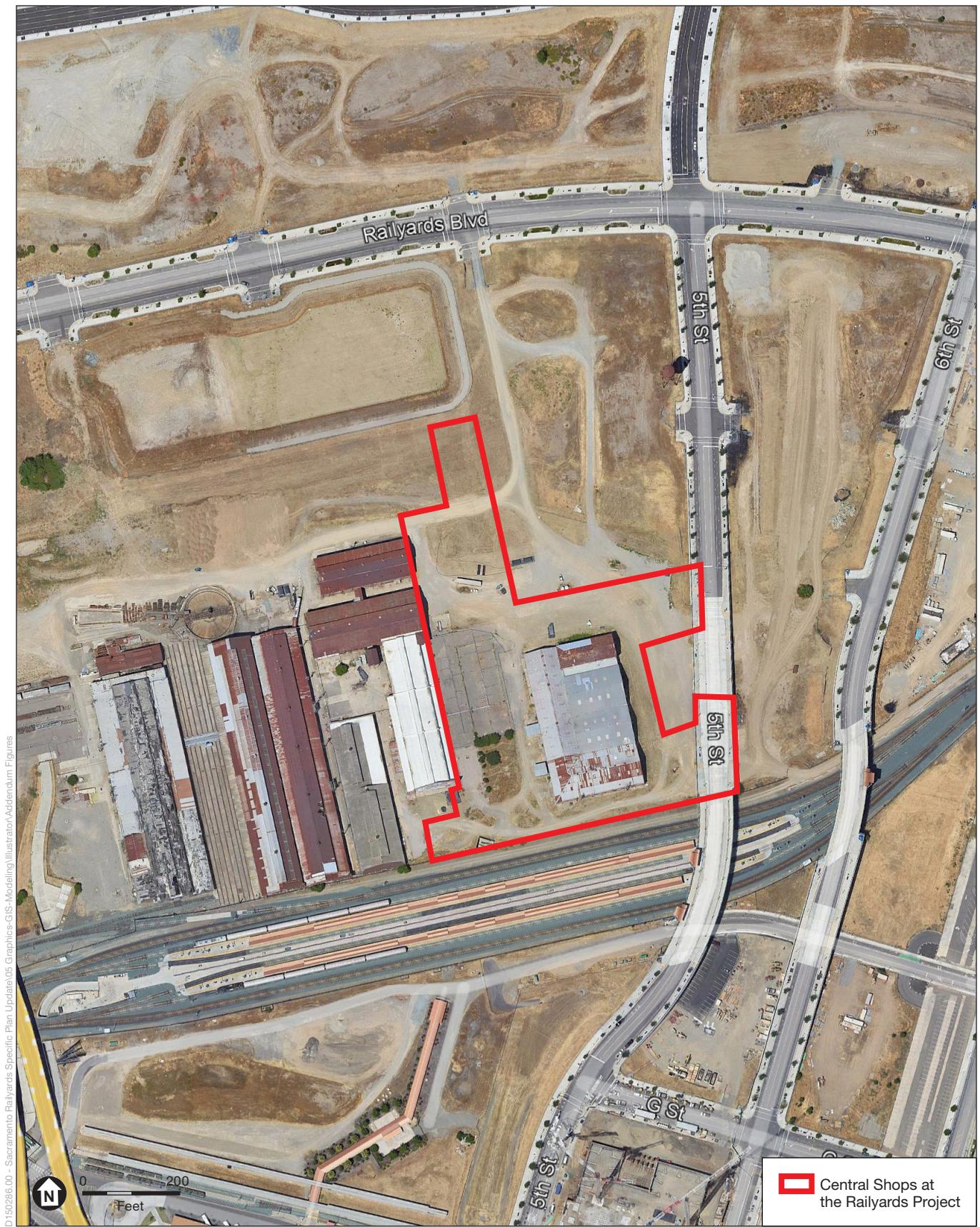


SOURCE: USDA, 2018; Esri, 2012; ESA, 2021

Central Shops at the Railyards Addendum

**Figure 2**  
Project Vicinity





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SOURCE: Google, 2022; ESA, 2022

Central Shops at the Railyards Addendum

**Figure 3**  
Project Site Map



which front on Camille Lane, to the West End District. In addition, the Central Shops District was expanded to include land that is located between Lot 20 and 5<sup>th</sup> Street that was previously in the West End District. The RSP allows for the addition of at least one new building in the District, generally located in the large open area between Lots 20 and 24 (Paint Shop and Car Shop 3) or on Lot 9c; the new building is proposed to be identified as Lot 22.

## Project Elements

The current proposed development phase for the Central Shops District would buildout Lots 19, 20, 21a, 21b, 21c, and 23, based on adjusted lot lines as shown in **Figure 4**. The project would include rehabilitation of the paint shop on Lot 20, construction of the Pavilion on Lot 19,

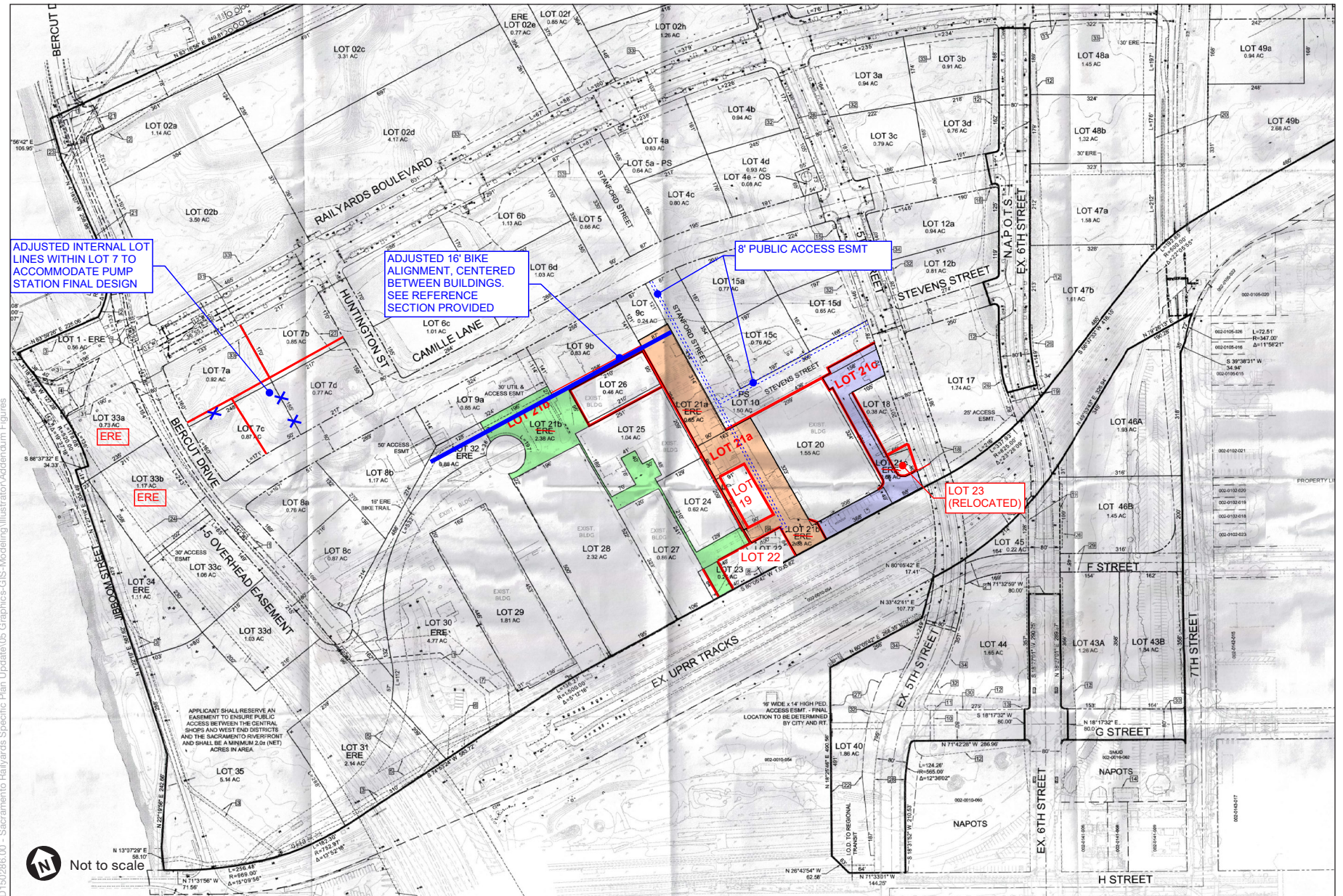
Buildout of the Central Shops Plaza on Lot 21a, construction of a connection to the intermodal transit facility tunnel on Lot 22, staging, private driveway, green space, and staircase on lot 21c, and a central utility plant and waste facility on the relocated Lot 23. **Figure 5** shows the preliminary site plan for the project.

## Paint Shop Rehabilitation

The Paint Shop project includes the renovation of an existing registered historic building for a change of use function from a former railyards paint shop facility to a mixed-use public entertainment venue for up to 4,000 people. **Figures 6 and 7** show conceptual renderings of the Paint Shop exterior and floor plan. The rehabilitation of the approximately 57,000 square foot Paint Shop will meet the Secretary of the Interior's Standards for Rehabilitation. The project will also be seeking federal and state (if available) tax credits and therefore will be reviewed by the State Historic Preservation Officer (SHPO) and National Park Service (NPS) compliance staff. The scope of work will include the historic restoration of the building's exterior, including raising a portion of the roof to accommodate required clearances in the interior, a loading dock, , and associated site upgrades including a new gated, shared-use land to the east and a central utility plant on the relocated Lot 23. Interior improvements would be made to support an entertainment venue and associated facilities. The project would also include speculative tenant spaces for future office, retail, and food users. Exterior lighting for the Paint Shop would be in-ground lighting. The exterior of the structure would include a blade sign that would be illuminated, as shown in Figure 6.

## The Pavilion

Through the use of pre-engineered metal frame construction, the design of the new pavilion building would employ off-the-shelf components to create a modern, but refined take on the site's existing industrial vernacular. The approximately 12,500 square foot structure would be manufactured mostly offsite and then quickly assembled onsite. **Figures 8 and 9** show a conceptual rendering and plan for the proposed Pavilion. The rigid steel frame would allow for an expansive interior space. In its interim use, the building is envisioned to not be enclosed, but



SOURCE: Baker-Williams Engineering Group, 2016

Central Shops at the Railyards Addendum

**Figure 4**  
Updated Project Site Lot Lines



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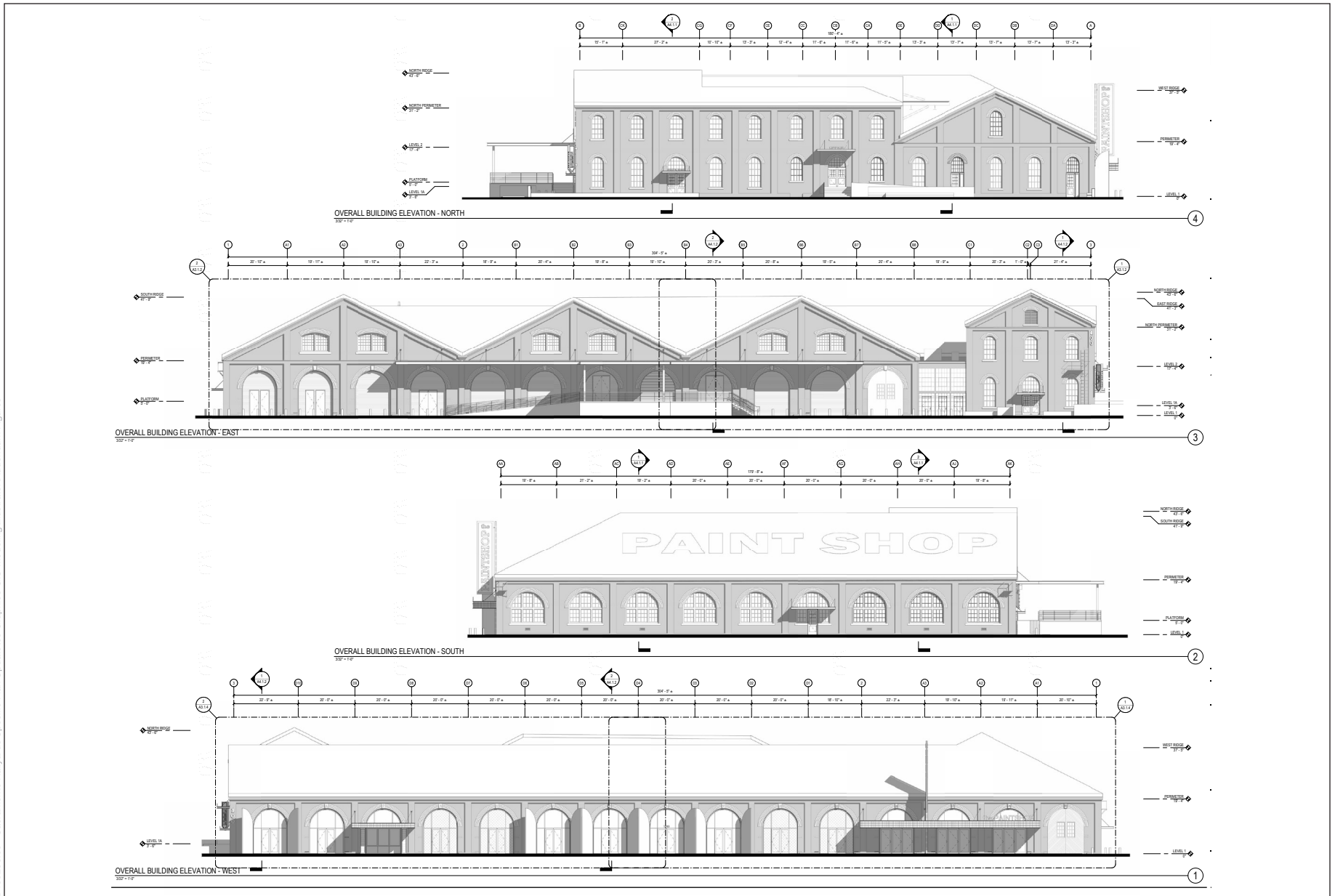
SOURCE: RMW, 2022; SWA, 2022

Central Shops at the Railyards Addendum

**Figure 5**  
Preliminary Site Plan



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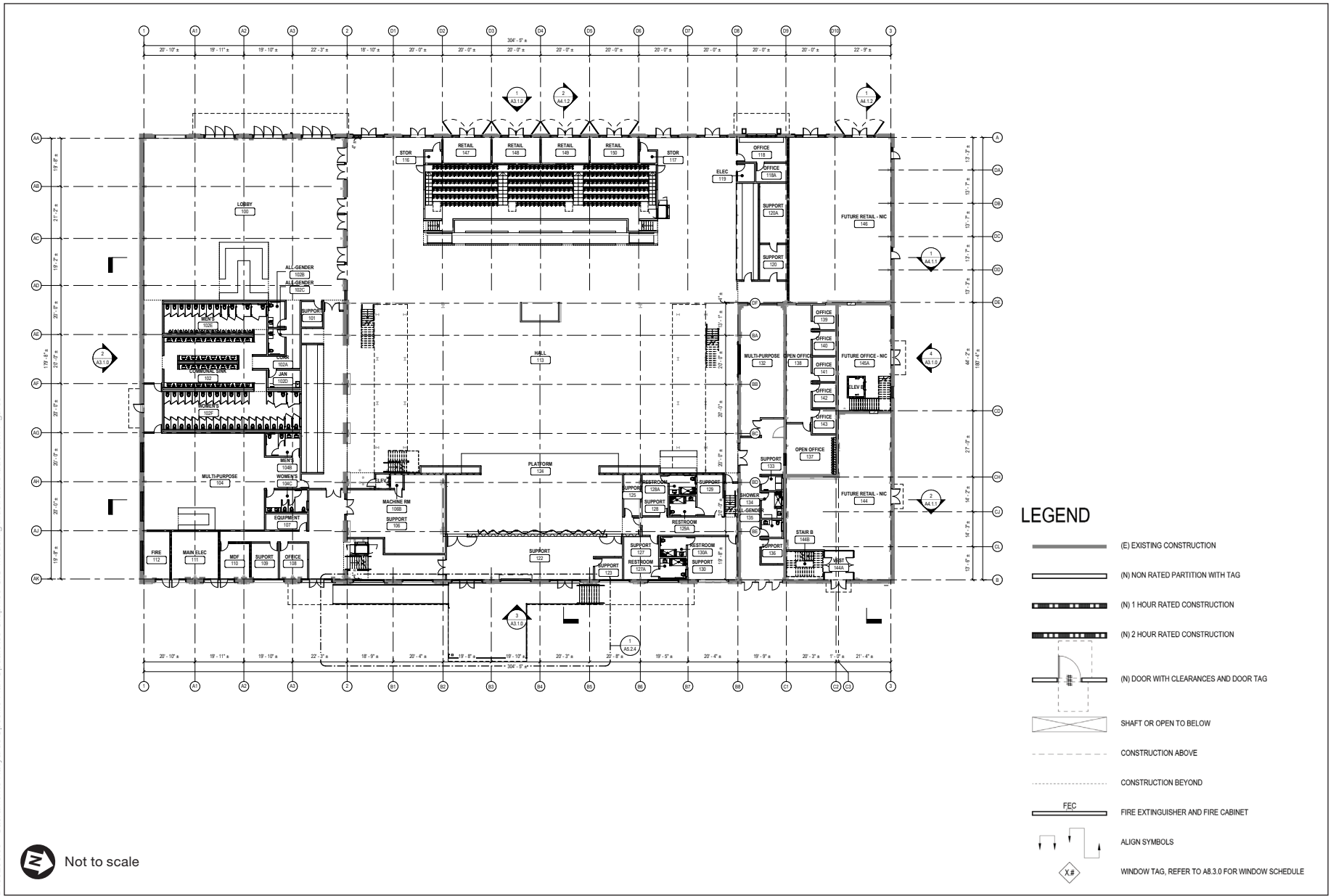


SOURCE: RMW, 2022

Central Shops at the Railyards Addendum

**Figure 6**  
Paint Shop Conceptual Rendering



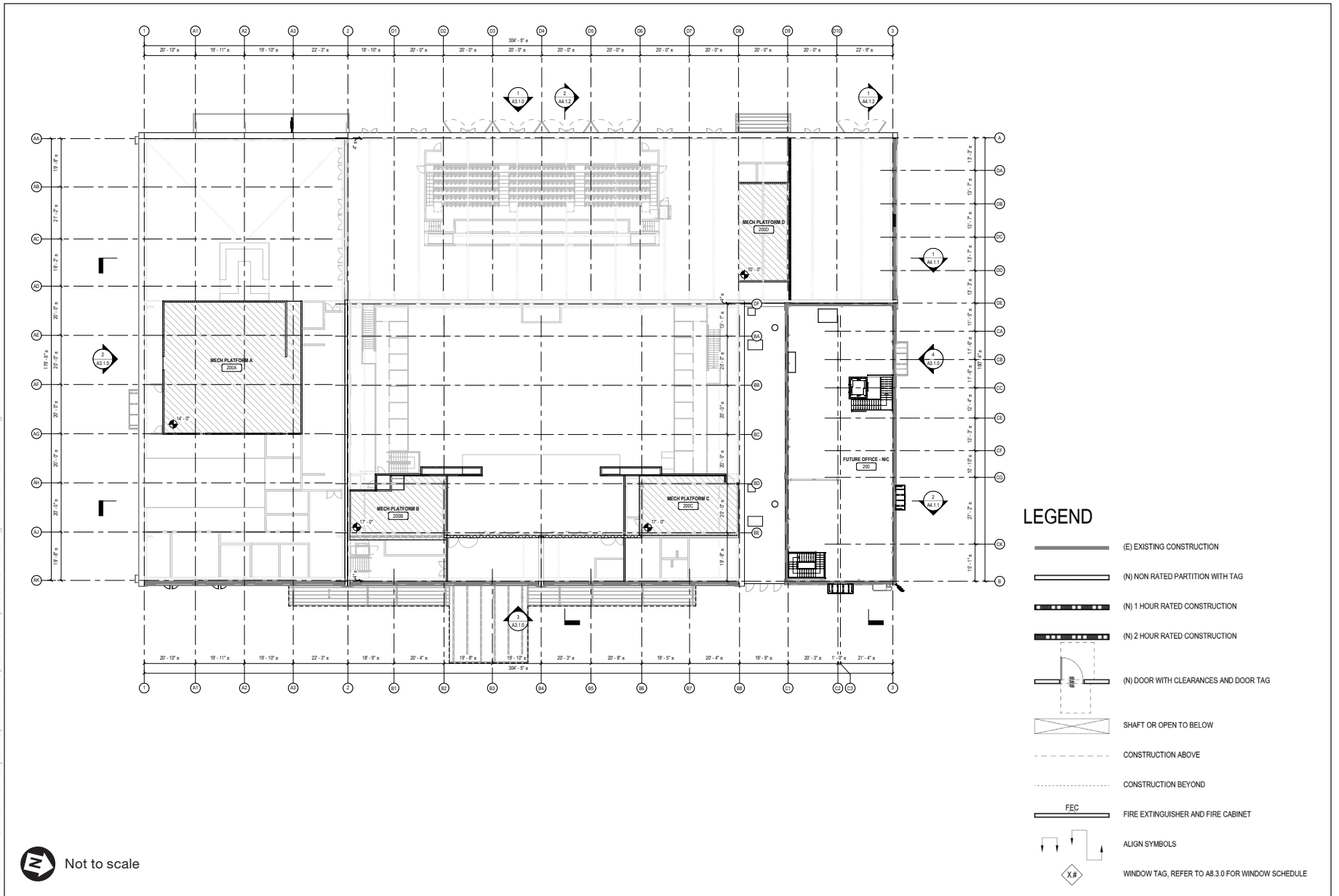


SOURCE: RMW, 2022

Central Shops at the Railyards Addendum

**Figure 7a**  
Paint Shop Floor Plans

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SOURCE: RMW, 2022

Central Shops at the Railyards Addendum

**Figure 7b**  
Paint Shop Floor Plans



EXTERIOR VIEW FROM NE - BASE BUILDING CONDITION



EXTERIOR VIEW FROM NE - ENCLOSED CONDITION



EXTERIOR VIEW FROM SE - BASE BUILDING CONDITION



EXTERIOR VIEW FROM SE - ENCLOSED CONDITION

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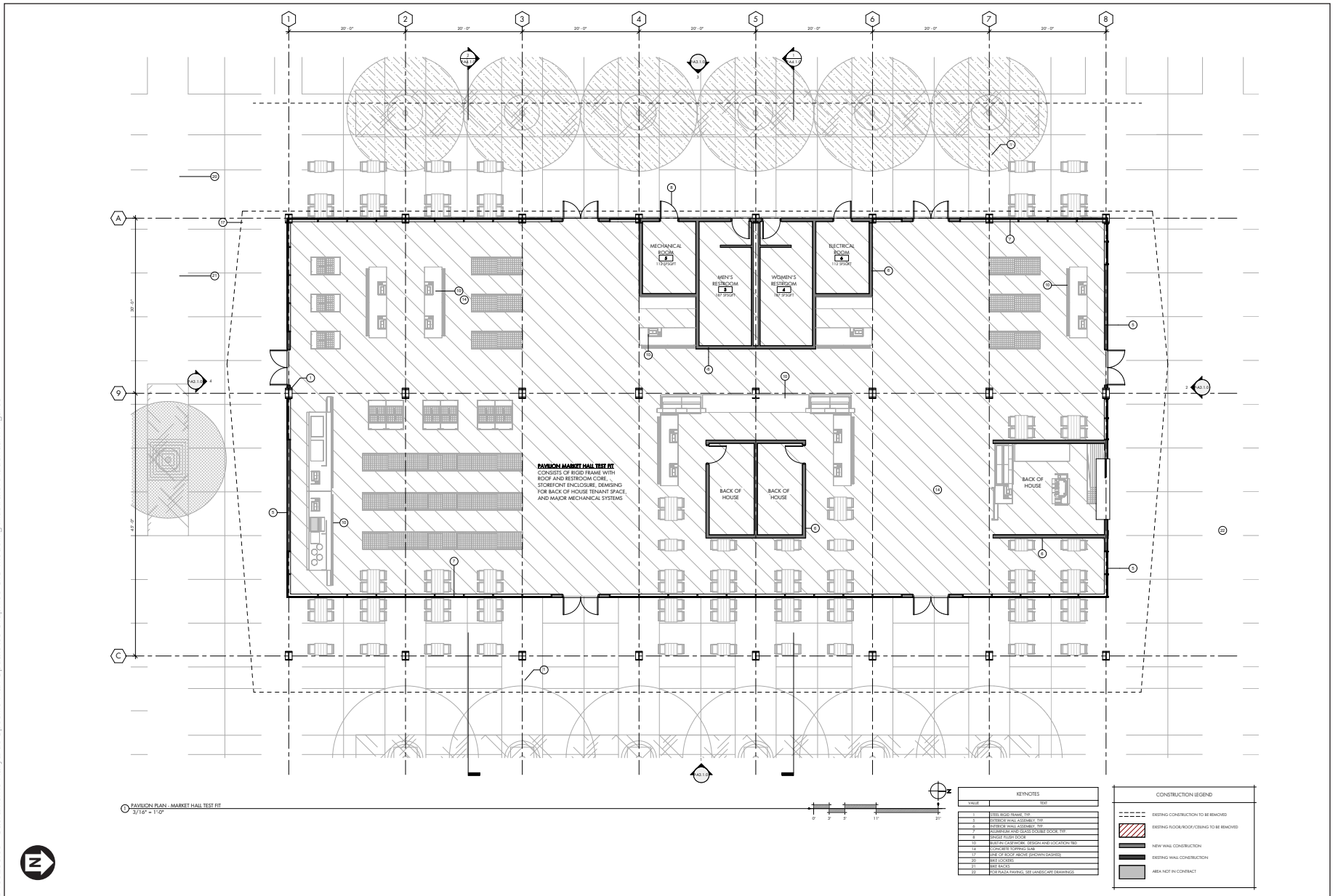
SOURCE: RMW, 2022; BCV, 2022

Central Shops at the Railyards Addendum

**Figure 8**  
Pavilion Conceptual Rendering



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SOURCE: RMW, 2022; BCV, 2022

Central Shops at the Railyards Addendum

**Figure 9**  
Pavilion Floor Plan



rather act as a covered open-air flexible and highly programmed space (i.e., a marketplace able to host the region's multitude of local manufacturers, artisans, farmers, and the community as a whole). The building would be designed to be flexible, and able to adapt through the installation of storefront glazing between the steel frames and demising walls within the structure, to create multiple tenants' spaces of different sizes, shapes, and uses.

## Central Shops Plaza

The Central Shops Plaza would be designed to be a pedestrian environment with thriving retail, open spaces, and event capability. The curb-less condition on Stanford Street, with uniform paving from the east to west sides of the plaza, would create a holistic space where pedestrians could easily traverse with priority of any local traffic on the private streetscape. **Figure 10** shows the proposed site layout for the Central Shops Plaza. Bicycle traffic is expected, as well as some light vehicular traffic. In the spirit of a "Woonerf"-style street and other successful urban plazas, this mix of traffic is necessary to support a diverse and thriving open place. An 8-foot-wide public access easement would be provided from Camille Lane to the Sacramento Valley Station, and from 5<sup>th</sup> Street to the Sacramento Valley Station. An 8-foot-wide public access easement will also extend west from Stanford Street between Lot 9b and Lot 26 connecting to the 16-foot bike trail that provides westerly connectivity to the Riverfront. Open space programming such as flex lawns, gardens, and seating would be arranged along Stanford Street and Stevens Street, while gateway elements and artwork would help to welcome visitors and define the district character.

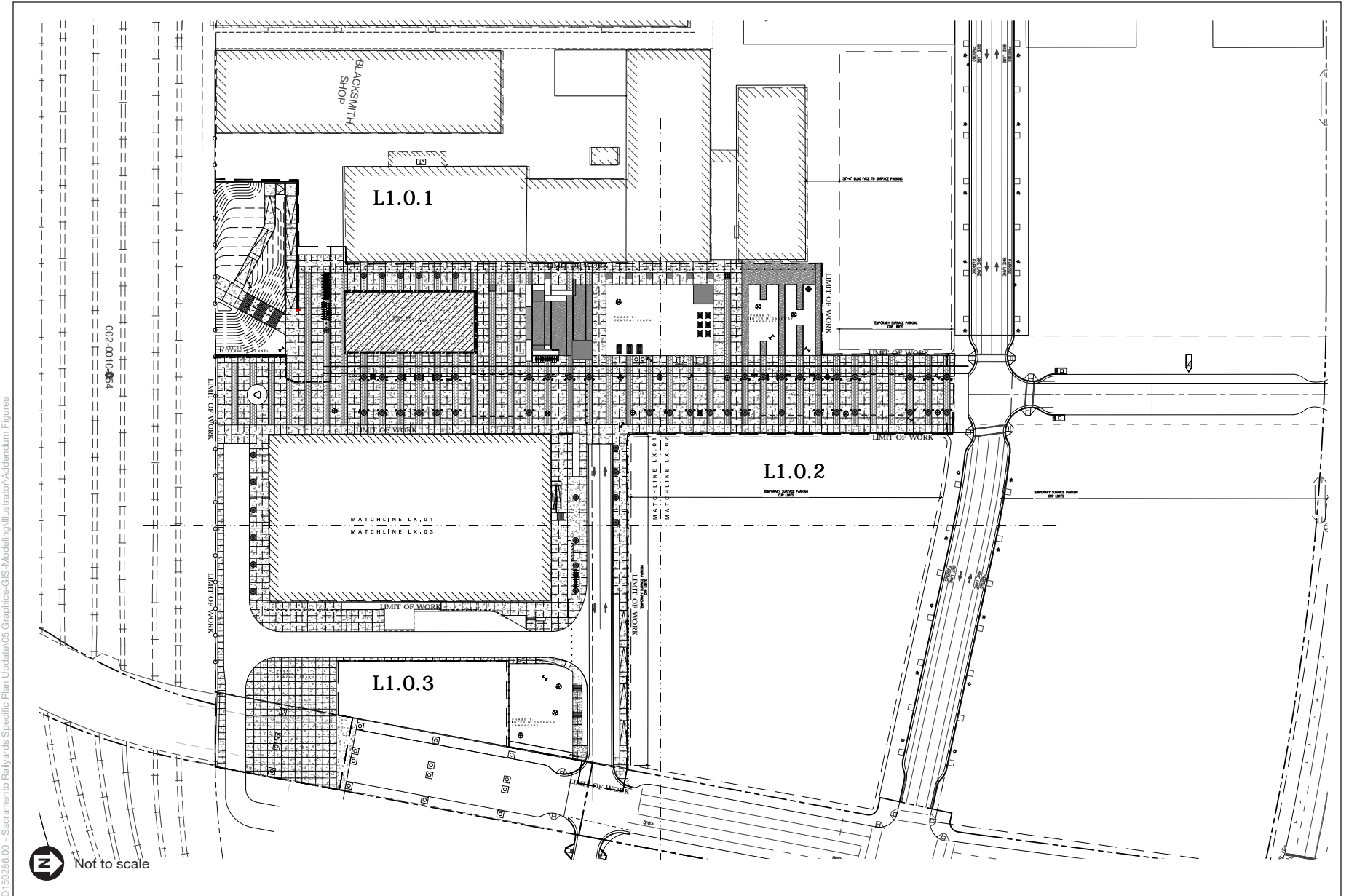
Utilities and site infrastructure would be visually incorporated into the plaza. Bike racks and bike lockers would be integrated throughout the Plaza to welcome the anticipated multi-modal uses through the Plaza.

Cast iron tree grates at the base of trees and soft planter edges would create defined landscape areas and help create a sense of place.

## Intermodal Connection

South of Stevens Street would be the southern plaza area containing a gated shared use lane that would be blocked from vehicular traffic by removable bollards. These would be taken out for fire access, retail loading and maintenance, event management during Paint Shop programming, and specific plaza events, at which time traffic control personnel and/or valets will be in place to manage traffic beyond Stevens Street. Designated drop-off for both the Paint Shop and Intermodal Tunnel would occur on Camille Avenue and 5th Street, promoting pedestrian traffic through the length of the plaza.

At the terminus of the southern plaza, artwork an illuminated digital billboard would act as a needed visual focal point and placemaking element, not as a drop-off. As removable bollards would be in place during normal operating hours, this area would not present an attractive alternative for drop-off of rail patrons.



SOURCE: RMW, 2022; SWA, 2022

Central Shops at the Railyards Addendum

**Figure 10**  
Central Shops Plaza Site Layout

## Stanford Street Inhabitable Edges

A diffused and inhabitable edge defined by street furnishing, increased density of trees, and found site artifacts from the railroad would serve as a permeable but secure boundary between pedestrian-only spaces and the shared use private street and private driveway spaces. The artifacts would promote placemaking and convey the rich history of the site. Collectively these elements would sponsor plaza life while also creating a secure boundary between pedestrian only and mixed traffic areas of the plaza. Different arrangements of furnishing would provide for different types of users and groups, and the irregularity would create a more diffused edge that reads less as a hard boundary and more as a series of parklets or rooms within the larger plaza. Flex zones would be provided in key locations for loading/unloading to support retail, food trucks, and temporary parking during specified programming or events. These flex zones would be defined by moveable planters so that they can be taken out and given to pedestrian-only space. No long-term parallel parking is provided on Stanford Street or Stevens Street.

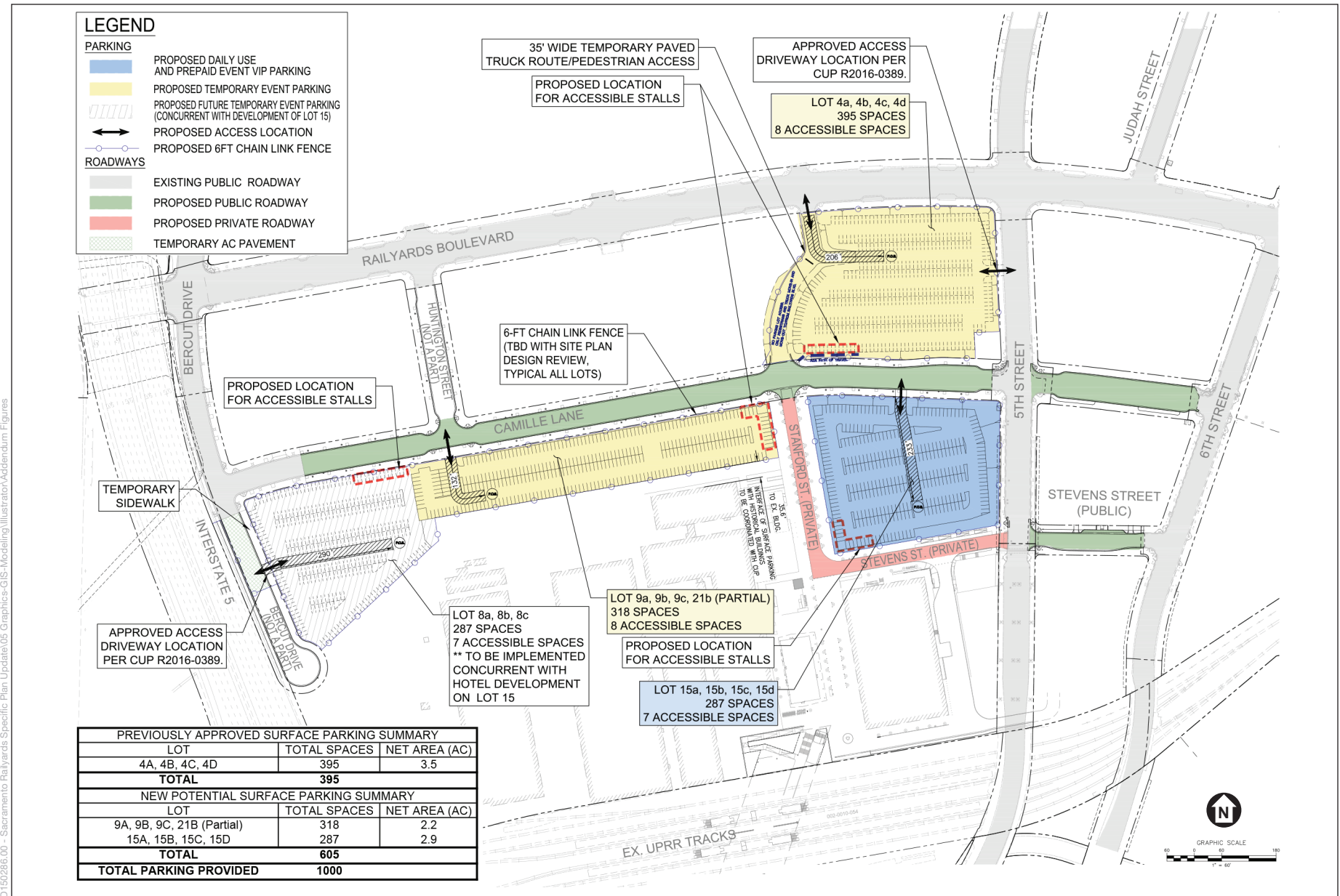
## 5<sup>th</sup> Street Staircase, Interim Gateway Landscape and Gated-Shared Use Lane

The currently proposed development phase would develop an interim gateway landscape and staircase coming off of the 5th Street Viaduct, in lieu of future development of the space as a grand staircase, to serve as the primary eastern gateway to the Central Shops District. The interim gateway landscape would be interspersed with artwork or found historical items. At the foot of this park-like space, Stevens Street intersects an additional gated shared use lane which, like Stanford Street, would be closed to vehicular traffic during normal operating hours. The gated shared-use lane would be only opened during specific times for trash, fire department use, and Live Nation event programming, but would otherwise be closed to public vehicular traffic. The street could be taken over by retail space with café tables and chairs.

## Parking

Parking for the proposed project would be a mix of previously approved surface parking areas and new potential surface parking areas. Total parking provided would be approximately 1,000 parking spaces. Temporary surface parking lots are proposed to be developed on various parcels to support operation of the Central Shops and other developments in the vicinity (see **Figure 11**) during an interim condition prior to the development of the proposed parking structure at Lot 17 to the north of the UPRR tracks, between 5th and 6th Streets. These temporary surface lots are intended to be used for event parking, and daily use is proposed on the parking areas shown at Lot 15. Lots 4 and 8 were previously approved under the Major League Soccer (MLS) Stadium temporary surface parking conditional use permit (CUP), and are proposed to be used for the Central Shops project. Since the initial submittal, the MLS project has been put on hold, and there is no parking demand yet created by development of a future soccer stadium. The proposed Central Shops temporary parking use would be subsequently re-evaluated by the MLS project and adjusted as needed at the time of that project's development. Consistent with the Lot 4 and 8 approvals of the MLS temporary parking CUP, the intent is not to map these lots, but instead provide a metes and bounds exhibit identifying these temporary uses.





SOURCE: Stantec, 2022

Central Shops at the Railyards Addendum

**Figure 11**  
Interim Parking Plan



The project would also include 18 long-term bicycle parking spaces and 226 short-term spaces, which would exceed the City's requirement for short-term bicycle parking spaces.

## Central Utility Plant

A new central utility plant would be constructed behind the Paint Shop building on Lot 23, immediately west of the existing 5<sup>th</sup> Street viaduct, as shown in **Figure 12**. The central utility plant would be encompassed within a completely enclosed yard and used to provide utility infrastructure suitable to serve the Railyards Central Shop district. A utility building within the yard would also be constructed. Sacramento Municipal Utility District (SMUD) transformers would be located within the yard and be accessible to SMUD for operation and maintenance. The yard would be enclosed in a concrete block wall.

## Trash Enclosure

A new trash enclosure would be constructed adjacent to the central utility plant (also shown in Figure 12). The trash enclosure would service the Paint Shop, Plaza and Pavilion, and Lot 18, and would be accessed by garbage trucks from the gated shared-use lane east of the Paint Shop, not from the southern end of the plaza. The frequency and time of trash collection would be scheduled to avoid high-use time for the plaza and surrounding site. The proposed location allows for back-of-house access that is out of sight from the plaza and surrounding buildings. Future development to the west, around and in the historic car shops would be serviced by an additional, future trash enclosure in that area to avoid impacting the plaza with truck traffic.

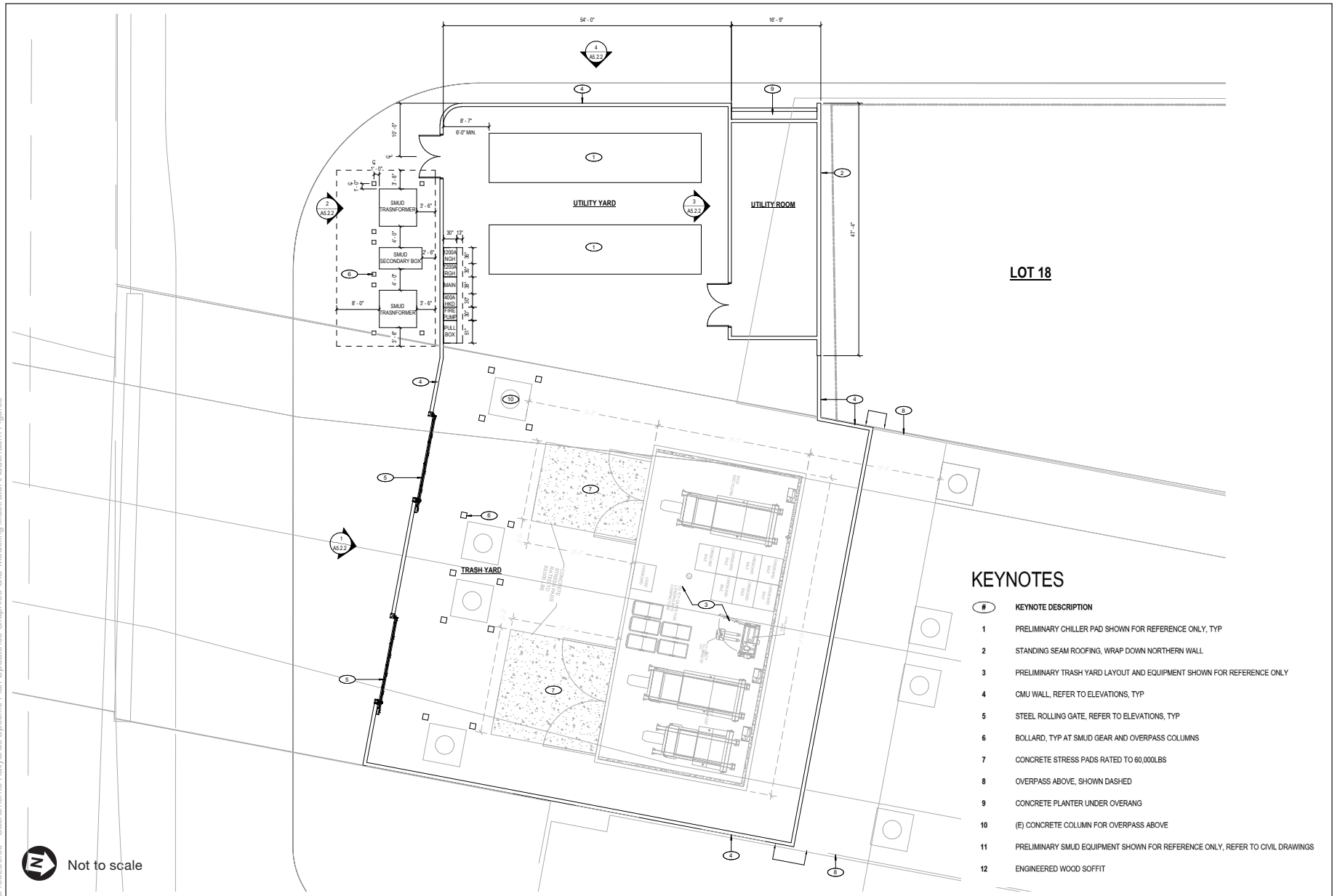
## Lighting and Signage

Upward-facing, in-ground security lighting would be provided throughout the Central Shops Plaza, around the Paint Shop building, at the Intermodal Connection staircase, and along Stevens Street and Stanford Street.

An illuminated digital billboard would be installed at the terminus of the southern plaza. Wayfinding signage would be located throughout the site. The Paint Shop building would include an un-lit, painted rooftop sign, along the south-facing side of the building. The Paint Shop building would also have an illuminated vertical blade sign affixed to the southwest side of the building.

Site lighting is characterized by street lights at 40' OC along Stanford, Stevens, and the south side of the Paint Shop. The Intermodal Tunnel entrance will be well lit with both area lighting from poles and accent lighting for place-making elements to create a safe evening experience. Additional lighting will define various spaces throughout the Central Shops Plaza, such as the bosque, Pavilion alley, and uplighting at the facades of the Paint Shop and historic Car Shop buildings.

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SOURCE: ESA, 2016

Central Shops at the Railyards Addendum

**Figure 12**  
Site Plan for Central Utility Plant and Trash Yard



## Construction

Construction is anticipated to occur over approximately 16 months beginning in early 2023. Rehabilitation of the Paint Shop building would occur concurrently with construction in the Plaza.

## Required Discretionary Actions

Implementation of the Central Shops at the Railyards project is anticipated to require, but may not be limited to, the following approvals by the City of Sacramento:

- Site Plan and Design Review;
- Tentative Map revision;
- Amendment to the Development Agreement;
- Conditional Use Permit for temporary surface parking;
- Conditional Use Permit for rooftop signage; and
- Amendment of the Railyards Specific Plan to include the Central Shops at the Railyards project.

## Environmental Checklist

### Explanation of Checklist Evaluation Categories

In the case of a project proposal requiring discretionary approval by the City concerning changes to a project for which the City has previously certified an EIR for an overall project that includes the proposed project as here, the City must determine whether, in light of the proposed project; adaptive re-use of the Paint Shop in the Central Shops District and creation of the Central Shops Plaza as part of the RSP, the environmental analysis in the original 2007 EIR, and the 2016 RSPU Subsequent EIR remains relevant because it retains some informational value and, if so, whether a subsequent EIR or MND is required.

A subsequent EIR would be required if substantial evidence demonstrates the proposed changes will involve substantial changes that require major revisions of the previous EIRs due to the involvement of new or significantly more severe environmental effects. The proposed changes to the prior project will remain within the same original parcel configuration and will retain many of the original features, rendering the previously certified original 2007 EIR and the 2016 RSPU SEIR highly relevant to the environmental analysis of the changes to the project now proposed.

The purpose of this checklist is to evaluate the categories in terms of any “changed condition” (i.e., changed circumstances, project changes, 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 Appendix G of the CEQA Guidelines. 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 status of the impact since it was analyzed and addressed with mitigation measures in the 2007 EIR, 2007 FEIR, the 2012 Addendum, and the 2016 SEIR.

For instance, the environmental categories might be answered with a “no” in the checklist because the impacts associated with the proposed project were adequately addressed in the EIR, Addendum, and/or SEIR, and the environmental impact significance conclusions of the EIR, Addendum, and/or 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 prior environmental documents where information and analysis may be found relative to the environmental issue listed under each topic. In this case, the relevant environmental documents include the Draft EIR (2007 RSP DEIR; approved 2007), Final EIR (2007 RSP FEIR; approved 2007), Addendum to the FEIR for an amendment to the Railyards Specific Plan (Addendum; approved 2012), and Railyards Specific Plan Update, KP Medical Center, MLS Stadium, & Stormwater Outfall Subsequent EIR (2016 RSPU SEIR; approved 2016).

### **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 project that would require major revisions of the previous environmental analyses due to the involvement of new significant environmental effects 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 project site or the vicinity (circumstances under which the project is undertaken) that have occurred subsequent to the prior environmental documents, which would result in the current project having new significant environmental impacts that were not considered in the prior environmental documents 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 previous environmental documents were certified as complete is available requiring an update to the analysis of the previous

environmental documents to verify that the environmental conclusions and mitigations remain valid. If the new information shows that: (A) the 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 prior environmental documents 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 prior environmental documents provide mitigation measures to address effects in the related impact category. Only relevant mitigation measures from the RSP EIR and/or RSPU SEIR are included in this addendum. In some cases, the mitigation measures have already been implemented. A “yes” response will be provided in either instance. If “N/A” is indicated, this Environmental Checklist Review concludes that the impact does not occur with this 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 project relates to the issue, differences in the potential impacts associated with the proposed project relative to those previously described in the prior CEQA documents and specifically 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 prior environmental review that apply to the 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

Chapter 6.7 Land Use in the 2007 RSP EIR discusses the proposed RSP and Chapter 3 Land Use, Population, and Housing, in the 2016 RSPU SEIR provided an updated discussion of land use and planning issues that may arise in connection with planning, construction, and operation of the proposed developments within the Railyards. 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 Chapter 4 of the 2016 RSPU SEIR.

The chapter also describes existing levels of and trends in population and housing in the City of Sacramento, identifying the RSPU's development assumptions and analyzes projected population and housing growth in relation to city projections. Adverse physical effects on the environment related to population and housing that could result from implementation of the proposed project, including the changes to land uses are addressed in Chapter 5 of the 2007 RSP EIR and updated in Chapter 3 of the 2016 RSPU SEIR and are evaluated and disclosed in the appropriate technical sections of the SEIR.

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***

The project site is part of the Central Shops District within the Railyards Specific Plan (RSP) Area in the City of Sacramento. As seen in Figure 2, the RSP Area, a 244-acre site is located in the Central City Community Plan (CCCP) area and Downtown area of the City of Sacramento. The CCCP includes the area bounded by the American River on the north, Broadway on the south, the Sacramento River on the west, and Alhambra Boulevard on the east. I-5 runs north-south through the RSP Area, near the western edge of the of the RSP Area near the Sacramento River. As it crosses the RSP Area, I-5 is elevated above the existing UPRR line and vacant lands of the RSP Area.

In the 2016 Railyards Specific Plan Update, the boundaries of the Central Shops District (which are coterminous with the Central Shops Historic District) were modified to reassign Lots 12 and 13, which front on Camille Lane, to the West End District. In addition, the Central Shops District was expanded to include land that is located between Lot 20 and 5<sup>th</sup> Street that was previously in the West End District.

The proposed project encompasses Lots 9, 10, 19, 20, 21a, 21b, 21c, 22, 23, and portions of Lot 15, as seen in Figures 3 and 4. The site includes the existing Paint Shop building, the public plaza space immediately to the west and south of the building, and a small area immediately east



of and behind the building. This area has other existing historic structures and features, vacant land, some surface parking, and remains unoccupied.

The majority of the Central Shops District is in the same state as in 2016 with presence of historic buildings from the Railyard. Since adoption of the 2016 RSPU SEIR, the project site has remained consistent with what was anticipated in the prior analysis, and the physical conditions of the project site and surrounding areas have remained substantially similar to those analyzed in the 2016 RSPU SEIR.

### ***Surrounding Land Uses***

The project site is immediately north of the UPRR tracks, west of 5<sup>th</sup> Street located on the easterly portion of the RSP Area. The Central Business District (CBD) borders the Railyards site to the south and consists primarily of office and commercial uses with some residential units. The CBD includes many government buildings and is also home to the Sacramento Entertainment and Sports Complex (ESC). The River District lies directly north adjacent to the Railyards. The Sacramento Regional Water Treatment Plant (SRWTP) is located directly adjacent to the northern border of the Railyards. The Alkali Flat residential neighborhood is south and east, generally north of F Street and east of 7th Street. Alkali Flat is also an adopted historic district, characterized by its late 19th/early 20th century Victorian homes.

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 are part of the Sacramento Valley Station, a multi-modal transit adjacent to the proposed project.

## **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. To that end, the City of Sacramento 2035 General Plan adopted the Land Use and Urban Form Diagram that designated the RSP site as Urban Center High, Urban Neighborhood High, Parks and Recreation, and Public/Quasi-Public land uses.

At the time of the preparation of the 2016 RSPU SEIR, the Sacramento 2035 General Plan was in place and the land use designations for the portion of the RSP Area that encompasses the proposed project site consisted of the following land use designation: Urban Center High (UCH). In 2015 the City adopted the Sacramento 2035 General Plan and certified the Sacramento 2035 General Plan Master EIR, which has the maintained the Urban Center High (UCH)<sup>1</sup> land use designation for the proposed project site.

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<sup>1</sup> City of Sacramento, General Plan Master EIR, Land Use Map Figure LU-1. Available at: Sac\_City-Land Use and Urban Form Diagram.pdf (esa.local). Accessed on August 11, 2021.

In line with the Sacramento 2035 General Plan, the CCCP provides a refinement of the goals and objectives of the General Plan to serve as a guideline for development specifically within the CCCP area. The CCCP was first adopted by the City in May 1980 but was updated as part of the 2035 General Plan and was in place during the preparation of the RSPU SEIR (Certified October 2016). The CCCP land use designation for the RSP Area that encompasses the proposed project is also Urban Center High (UCH).<sup>2</sup>

As designated and analyzed in the 2016 RSPU SEIR, the existing Urban Center High (UCH) land use designation would remain for the proposed project site. Existing land use policies in the RSP are consistent with the adoption of the 2016 RSPU SEIR, and the adoption of the 2035 General Plan in 2015, and the Central City Community Plan in 2015. The specific description for UCH and development standards are provided below for reference:

The UCH designation provides for thriving areas with concentrations of uses similar to downtown. In addition, these areas include major transportation hubs accessible by public transit, major highways and local arterials, and pedestrian travel. Each center includes employment-intensive uses, high-density housing, and a wide variety of retail uses including large format retail, local shops, restaurants, and services.

- Minimum Density: 24.0 Units/ Net Acre
- Maximum Density: 250.0 Units/ Net Acre
- Minimum FAR: 0.5 FAR
- Maximum FAR: 8.00 FAR

### ***Existing Zoning***

In the 2016 Railyards Specific Plan Update, zoning designations were replaced with special planning district zoning. The zoning designation for the project site provided in the 2016 RSPU SEIR shows that the portion of the RSP Area that encompasses the proposed project site was designated as Central Business District/Special Planning District (C-3-SPD). Chapter 17.440 of the City's Planning and Development Code (PDC) defines the Railyards SPD.

There are no height limits, except as specified on certain parcels around the Depot, the Central Shops Historic District, the Riverfront, and adjacent to the Alkali Flat neighborhood. Within the C-3 SPD designation, the maximum street-wall height is generally 65 feet, except in areas that are adjacent to the Central Shops Historic District where the street-wall height limit is equal to the maximum height of existing buildings in the Central Shops, and along Railyards Boulevard where the street-wall maximum is 85 feet.

<sup>2</sup> City of Sacramento, Central City Community Plan, 2015. Available at: <https://www.cityofsacramento.org/-/media/Corporate/Files/CDD/Planning/Long-Range/Community-Plans/Central-City-CP.pdf?la=en>. Accessed on August 11, 2021.

## ***Comparative Impacts Discussion***

### **Land Use Evaluation**

As described in the 2007 RSP EIR and the 2016 RSPU SEIR, the Railyards Specific Plan 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 residential, retail, office, hotel, parks and open space, cultural/entertainment, and public uses throughout the Railyards site and would not divide an established community.

The proposed project includes the adaptive re-use of the historic Paint Shop to an entertainment venue supported by retail. This part of the Central Shops District would include creation of the Central Shops Plaza—a pedestrian environment with a Pavilion surrounded by public seating, landscaping, and event capability. This park-like space is bordered by the Stevens and Stanford Streets with the portions south of the Paint Shop predominantly closed to vehicular traffic during normal operating hours and could be used as an outdoor retail space with café tables and chairs. The staircase coming off of the 5th Street Viaduct would serve as the primary eastern gateway to the space. A central utility plant and other associated utilities, landscaping and site improvements are part of the proposed project.

The project site, approximately 6.2 acres over Lots 9, 10, 19, 20, 21a, 21b, 21c, 22, 23, and portions of Lot 15 is part of an existing historic Railyards site that is currently vacant but surrounded by urban land uses, in proximity to CBD and the Sacramento Valley Station, a multi-modal transit station. Development of the proposed project would serve as a focal point of entertainment and public oriented venue that would provide connection and access to the Railyards.

### ***Urban Center High (UCH)***

As discussed in the 2007 RSP EIR and the 2016 RSPU SEIR, the Railyards site is envisioned for a dynamic, 24-hour mixed-use urban environment that provides a full range of complimentary uses. The proposed project would not deviate from the anticipated uses examined in the 2007 RSP EIR and the 2016 RSPU SEIR due to the project conforming to the Urban Center High (UCH) land uses which allows for a mix of uses, including wide mixture of urban uses, with an emphasis on retail and entertainment uses located close to transit within the Central Business District zone of the Sacramento Railyards SPD.

As described in the 2007 RSP EIR and the 2016 RSPU SEIR, the analysis for the area encompassing the proposed project included specific development assumptions for the project lots, but no specific development capacity was specifically attributed to Lots 9, 10, 19, 20, 21a, 21b, 21c, 22, 23, and portions of Lot 15. Additionally, development of the existing Paint Shop through adaptive re-use for an entertainment-retail focus use and the associated Central Shops Plaza with the Pavilion are transit supportive uses. These were assumed within the background development assumptions that were derived from the SACOG 2012 MTP/SCS, and buildout of

those assumptions was carried forward into subsequent MTP/SCS iterations, including the SACOG 2016 MTP/SCS.

The proposed project would be consistent with the allowable land uses and development intensities identified in the development guidelines for the project site, and previously analyzed in the 2007 RSP EIR and subsequently in the 2016 RSPU SEIR. Further, the proposed project would continue to be consistent with those uses previously analyzed in the 2007 RSP EIR, and compatible with surrounding land uses as indicated in the 2035 General Plan, the CCCP, and the RSP.

### **Zoning Evaluation**

The 2016 RSPU SEIR updated the zoning designation for the project site to Central Business District/Special Planning District (C-3-SPD). C-3-SPD is located within the Sacramento Railyards Special Planning District (SPD).

The City of Sacramento's PDC (Sacramento City Code Title 17) is intended "[t]o implement the city's general plan through the adoption and administration of zoning laws, ordinances, rules, and regulations" (§17.100.010(B)). Chapter 17.440 of the City's Planning and Development Code (PDC) defines the SPD which encompasses the entire RSP Area, including the proposed project area.

#### ***Central Business District Zone [C3-SPD]***

The Central Business District zone provides for the most intense residential, retail, commercial, and office developments in the City and is designed to create an area that features a wide mixture of urban uses, with an emphasis on commercial uses with a residential component to ensure the development is consistent with the RSP. The C3-SPD zone allows for realization of the objective of the Railyards Specific Plan as a dynamic, 24-hour urban environment.

The proposed project would be consistent with the permitted zoning and the allowable development intensities identified in the development guidelines for the project site, and previously analyzed in the 2007 RSP EIR and subsequently in the 2016 RSPU SEIR. Further, the proposed project would continue to be consistent with the zoning previously analyzed in the 2007 RSP EIR, and compatible with surrounding land uses as indicated in the 2035 General Plan, the CCCP, the RSP, and the zoning code for the Sacramento Railyard SPD.

## **Population and Housing**

### ***Relevant Changes to Project Related to Population and Housing***

The proposed project does 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 as discussed in the 2007 Railyards Specific Plan EIR and subsequently in the 2016 RSPU SEIR, the proposed project would serve as a public serving mixed-use with retail and entertainment venue. The proposed project advances adaptive re-use of

the historic district and transit supportive uses contemplated in the prior planning documents and as analyzed in the previous environmental documents.

**Relevant Changes to Environmental Setting**

The project site, as analyzed in the 2007 RSP EIR and the 2016 RSPU SEIR, has remained largely undeveloped since the certification of the 2007 RSP EIR and 2016 RSPU SEIR. No new development has occurred in the RSP Area at present.

The City of Sacramento has experienced steady population growth over the past 13 years, as shown in **Table 1**. On page 5-2 of the 2007 RSP EIR, data was cited that projected city population would be 517,035 by 2020.<sup>3</sup> This overall reduction in projected population growth demonstrates less growth in the region than was projected nearly a decade ago.

**TABLE 1  
CITY OF SACRAMENTO POPULATION AND HOUSING TRENDS, 2007-2020**

	2007 <sup>1</sup>	2015 <sup>2</sup>	2019 <sup>3</sup>	Change 2007-2019	%Change 2007-2020
Population	452,711	480,105	513,620	60,909	11.8
Housing Units	185,729	191,776	200,079	14,350	7.17

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.

**Comparative Impacts Discussion**

The proposed project would not directly generate affect population growth and housing. The projected effect on population growth and housing demand during construction, would be similar and relative to the anticipated effects identified for the 2007 Railyard Specific Plan EIR and 2016 RSPU SEIR.

According to the 2016 RSPU SEIR, the existing 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 was not expected to generate substantial new population growth in the area or generate the need for substantial new housing. As the proposed project would result in similar development on the project site this conclusion remains unchanged. As a result, the impact of the proposed project with regard to population and housing growth during construction would be less than significant. Thus, no new or substantially more severe impact would occur than was analyzed in the 2016 RSPU SEIR.

<sup>3</sup> 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, Railyards Specific Plan Draft EIR, August 2007, p. 5-2.

Operationally, the proposed project would have a similar effect on population growth and housing demand, relative to the anticipated effects identified for the 2016 RSPU SEIR. The Central Shop District part of the RSP Area is envisioned for retail and cultural related uses for retail and entertainment uses. The proposed project would develop similar uses on the project site to those analyzed in the 2007 Railyard Specific Plan EIR and subsequently in the 2016 RSPU SEIR. Therefore, the proposed project would not affect population and housing demand than that projected and analyzed in the 2016 RSPU SEIR. For these reasons, the proposed project would continue have a less-than-significant effect related to population growth during construction and operations.

### **Conclusion**

Changes introduced by the proposed project and/or new circumstances relevant to the project would not, as compared to the 2007 EIR and the 2016 RSPU SEIR, 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 addition, there is no new information of substantial importance showing that the proposed 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 2007 RSP EIR or 2016 RSPU 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.

## **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 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 project's footprint. The proposed project would not contribute to the conversion of farmland to non-agricultural uses and implementation of the project would not create any conflicts with existing agricultural uses. Therefore, this impact is not discussed further.

## **Mineral Resources**

The proposed project site is located in a disturbed environment with existing structures, surrounded by urban uses. Due to the site's previous use as an active railyard and based on previous environmental analysis of the site (i.e., 2007 RSP EIR and 2016 RSPU SEIR) no risk of impact to important mineral resources was expected. Therefore, implementation of the proposed 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 proposed project site is located 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?
<b>1. Aesthetics.</b> Would the project:					
a. Have a substantial adverse effect on a scenic vista?	RSP DEIR page 6.13-23 to 6.13-36  RSPU SEIR page 4.1-62 to 4.1-76	No	No	No	No
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	RSP DEIR page 6.13-23 to 6.13-36  RSPU SEIR page 4.1-62 to 4.1-76	No	No	No	No
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	RSP DEIR page 6.13-23 to 6.13-37  RSPU SEIR page 4.1-76 to 4.1-80	No	No	No	Yes 2016 RSPU SEIR MM 4.1-2
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	RSP DEIR page 6.13-31 to 6.13-37  RSPU SEIR page 4.1-80 to 4.1-89	No	No	No	Yes 2007 RSP EIR MM 6.13-3 & 6.13-4

## Discussion

### ***Relevant Changes to Project Related to Aesthetics***

The 2007 RSP EIR evaluated the potential for developments in the RSP Area; especially high-rise buildings to alter public views, the potential for building height and massing to conflict with the character of the riverfront between Old Sacramento and the Jibboom Street bridge, the potential for RSP development to create new sources of spillover light, the potential to create new sources of hazardous glare, and relevant cumulative impacts.

The 2016 RSPU SEIR supplemented and updated the analysis presented in the 2007 RSP EIR. The 2016 RSPU SEIR identified updates to the land use plan and policies in the RSPU and analyzed the potential impacts that could result from implementation of the RSPU.



The proposed project encompasses approximately 6.2 acres over Lots 9, 10, 19, 20, 21a, 21b, 21c, 22, 23, and portions of Lot 15 of the Railyards site. The RSPU assumed the similar level of developments as was anticipated in the 2007 RSP, and the 2016 RSPU SEIR found similar level of impacts, though does not include any high-rise buildings.

In both the 2007 RSP EIR and the 2016 RSPU SEIR, the Railyards site was anticipated that the planned lots would be developed for transit and transit-supporting uses such as residential, office, retail, and hotel uses. However, the specific programming of the project site was planned to be undertaken by the City at a later time, and specific development assumptions for Lots 9, 10, 19, 20, 21a, 21b, 21c, 22, 23, and portions of Lot 15 were not expressly identified in the 2016 RSPU SEIR. However, the Central Shops District was envisioned for historic-cultural related uses with retail and entertainment focus similar to the current proposed project.

The 2016 RSPU SEIR described existing visual characteristics, both on site and in the vicinity of the RSP area, with changes to conditions since approval of the 2007 RSP EIR, including the overall potential impacts related to aesthetics, light, and glare that could result from implementation of the RSPU.

### ***Relevant Changes to Environmental Setting***

The 2007 RSP EIR described Central City (located southeast of the project site) as an urban environment characterized by office, commercial, parks, and governmental uses. At the time that the 2007 RSP EIR was prepared, the visual character of the RSP area (including the 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 massive Central Shops buildings.

The 2016 RSPU SEIR determined that the visual character of the Central City in general had not changed materially since certification of the 2007 RSP EIR but noted there had been some changes within the RSP area and in the vicinity. The 2016 RSPU SEIR identified that, subsequent to certification of the 2007 RSP EIR, the UPRR lines had been relocated north to their current alignment immediately south of the Central Shops.

Currently, the Sacramento Rail Station, the Depot building, and the approximately 430-foot-long pathway with a light-brown metal canopy and adjacent landscaping had been constructed to connect the north side of the Depot building to the concrete passenger tunnels (Steve Cohn Passageway) and new concrete platforms with light-brown metal canopies that provide passenger access to four of the six UPRR tracks are built and operational south of the proposed project site.

The existing Paint Shop building and the adjoining lots with existing structures and paving are unoccupied. There are no other changes to the physical setting since the 2016 RSPU SEIR certification. There have been no substantial changes to the visual setting of the project site or vicinity that would result in the proposed project having new significant impacts related to aesthetics, light, and glare that were not considered in the prior environmental documents or that substantially increase the severity of previously identified impacts.

## **Comparative Impacts Discussion**

### **Views**

The 2007 RSP EIR evaluated potential development of various land uses in the RSP Area. The 2007 RSP EIR identified that new structures could range in height from one or two-stories, up to 35 or more stories.

The proposed development is planned on Lots 9, 10, 19, 20, 21a, 21b, 21c, 22, 23, and portions of Lot 15 with adaptive re-use of historic Paint Shop for an entertainment venue supported by retail. This part of the Central Shops District would include creation of the Central Shops Plaza—a pedestrian environment with a Pavilion surrounded by public seating, landscaping, and event capability. This park-like space is bordered by the Stevens and Stanford Streets which would be closed to during normal operating hours and could be used as outdoor retail space with café tables and chairs, bridging the staircase to the 5<sup>th</sup> Street Viaduct and the Paint Shop. The staircase coming off of the 5th Street Viaduct would serve as the primary eastern pedestrian access to the space. A central utility plant and other associated utilities, landscaping and site improvements are part of the proposed project.

**Paint Shop:** The adaptive re-use of the historic Paint Shop would include change of function of the building from a former railyard paint shop to a mixed-use public entertainment venue for up to 4,000 people. Project changes to the building would include the addition of an illuminated vertical blade sign on the southwest side of the building, at the primary venue entrance, and non-illuminated painted rooftop sign, on the south-facing section of the roof. In addition to restoration of the Paint Shop building's exterior, the project proposes interior rehabilitation and adaptive reuse. These would include raising a portion of the roof for interior height clearances, addition of a loading dock, and other upgrades for tenant spaces for future office, retail, and food users to support the entertainment venue, consistent with the Secretary of Interior's Standards for Rehabilitation.

As seen in **Figures 4 through 5**, the rehabilitated Paint Shop is set within the Central Shops Plaza at the eastern end of the RSP site adjoining 5<sup>th</sup> Street.

**Pavilion Building in Central Shops Plaza:** A flexible multi-programmable Pavilion space is envisioned on the lot adjacent to the Paint Shop. **Figures 6 through 9** show the exterior and interior views of the proposed Pavilion as would be visible from the northern boundary and the pedestrian access via the staircase from south of the project site.

The proposed Pavilion in its base condition made of pre-engineered metal frame construction, the design of the new pavilion building would employ off-the-shelf components to create a modern, but refined take on the site's existing industrial vernacular in juxtaposition with the historic Paint Shop and other historic Railyards buildings.

The building would be designed to be flexible, and able to adapt through the installation of storefront glazing between the steel frames and demising walls within the create multiple tenants' spaces of different sizes, shapes, and uses.

**Central Shops Plaza:** The Central Shops Plaza would be designed as an urban pedestrian environment with thriving retail, open spaces, and event capability. As seen in **Figures X through Y**, the plaza is a public space with seating, urban landscaping planned amidst the historic Depot District to create a vibrant welcoming urban open space. Project design would include an illuminated digital billboard installed at the terminus of the southern plaza. The plaza would be visible from the adjoining streets and the trains.

Temporary surface parking lots are proposed to be developed on various parcels to support operation of the Central Shops and other developments in the vicinity during an interim condition prior to the development of the proposed parking structure at Lot 17 (north of UPRR tracks between 5th and 6th Streets). These temporary surface lots are intended to be used for event parking, and daily use is proposed on the parking areas shown at Lot 15. Other site improvements would include a central utility plant on Lot 23, a new gated shared land use to the east, parking, and landscaping.

As noted above, the 2016 RSPU SEIR supplemented and updated the analysis presented in the 2007 RSP EIR and included analysis of updates to the land use plan and policies in the RSPU. The 2016 RSPU SEIR determined that implementation of the RSPU would create a series of visual changes to the RSP area, changing it from an undeveloped vacant former industrial site to an urbanized extension of downtown Sacramento, and a visual transition from the CBD to the lower-scale more historic-industrial visual character of the River District.

The project site is currently visible from Railyards Boulevard and the 5<sup>th</sup> Street and from the UPRR tracks. The historic brick facades of the Railyards Depot define the views of the site. However, the views also underscore the vacant nature of the site. The proposed project with the active use of the Paint Shop, the pavilion hosting communal events, and the Central Shops Plaza would be visible from the surrounding streets and railway. Though none of the proposed buildings are tall enough to contribute to the skyline, the people-centric uses and activities would enliven the south-east corner of the Railyard site. The adaptive re-use of the existing Paint Shop building, including partial raising of the roof, introduction of new pavilion structure on the project site would alter public views to and from the project site.

The proposed project would effectively visually extend and provide continuity of the present western boundaries of Sacramento's Downtown towards the north and would contribute to a re-use of a vacant historic area. The 2007 RSP EIR determined that, although views of and from the project site would be modified from the existing conditions, the proposed project would not degrade the existing visual character or quality of the site and its surrounding. Rather, development consistent with the proposed RSP would contribute to the visual character and interest of downtown Sacramento and the historic Railyards. The implementation of a retail and entertainment venue at the project site would improve the visual quality of the downtown area, views from the adjoining streets of the now vacant and unused Railyards area. The 2007 RSP EIR determined that development under the proposed 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.

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. However, the 2016 RSPU SEIR identified a potential adverse impact related to a street wall and associated mitigation measure that is not part of the proposed project site. Mitigation Measure 4.1-2 from 2016 RSPU SEIR is not applicable to the proposed project.

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.

Consequently, changes introduced by the proposed project and/or new circumstances relevant to the project would not, as compared to the 2007 RSP EIR and the 2016 RSPU SEIR, result in new significant adverse impacts to views or result in significant impacts that are substantially more severe than impacts previously disclosed. The proposed project would be subject to the City's Site Plan and Design Review and/or Preservation Review permit process.

### **Visual Character**

The 2007 RSP EIR evaluated the potential for development of the RSP Area to substantially degrade the existing visual character or quality of the site and its surroundings. The 2007 RSP EIR identified that, although future development in the RSP Area would incorporate a range of architectural styles, building heights, and massing, the proposed project would provide a visual transition from the existing downtown area.

The 2007 RSP EIR identified that the RSP design guidelines are intended to create a unified identity within the plan area, with buildings that are compatible in scale, design, character, quality, and style. The 2007 RSP EIR noted that, while some portions of the RSP Area are more visually prominent than others due to location of streets and existing view corridors, policies of the proposed RSP would require that new structures utilize building materials that are complementary to the existing downtown character. Contrasting but compatible architectural styles near historic architectural buildings are also permissible under the Secretary of the Interior Standards. However, the 2007 RSP outlines a cohesive, yet distinctive, design style to promote a sense of place.

The 2007 RSP EIR identified that the addition of open space, and landscape and streetscape improvements throughout the RSP Area would also improve the aesthetics of the overall area and create a pedestrian-friendly environment that could include bike paths, street trees, street furniture, and different types of paving. The RSP would provide the area with a set of improvement and development standards that enhance the current aesthetic shortcomings associated with the under-utilized project site. The 2007 RSP EIR identified that all development on the project site would be guided by and would be required to be in conformance with the

General Development Standards of the proposed RSP, which would result in new buildings with common architectural design and that would be compatible in scale, mass, and density.

The 2007 RSP EIR determined that, although views of and from the project site would be modified from the existing conditions, the proposed project would not degrade the existing visual character or quality of the site and its surrounding. Rather, development consistent with the proposed RSP would contribute to the visual character and interest of downtown Sacramento and would improve the visual quality of the downtown area. As such, the 2007 RSP EIR determined that development of the RSP Area would not degrade the existing visual quality and the impact was considered less than significant, and no mitigation was required. The 2016 RSPU SEIR determined that implementation of the RSPU would create a series of visual changes to the RSP Area, changing it from an undeveloped, vacant former industrial site to an urbanized extension of downtown Sacramento, and a visual transition from the CBD to the lower-scale more industrial visual character of the River District.

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 project. Though projects consistent with the RSPU would alter their sites from existing conditions, but in ways that would be largely consistent with the policy direction of relevant plans, policies, and guidelines.

As described above, the proposed project further develops the existing Paint Shop building on Lot 20 and the surrounding Lot 24, as planned and evaluated in the 2007 RSP EIR and the 2016 RSPU SEIR. The proposed project would restore and rehabilitate the Paint Shop building, develop new pavilion structure, and outdoor amenities in areas surrounding the existing Paint Shop. The creation of the Central Shops Plaza, designed as a pedestrian environment with thriving retail, open spaces, and event capability with a staircase entrance from 5<sup>th</sup> Street brings in viable quasi-public uses as intended in the 2007 RSP. Re-use of existing structure and new developments on the project site would be consistent with the uses identified in the RSP and evaluated in the 2007 RSP EIR and the 2016 RSPU SEIR. Thus, the effects of the proposed project related to visual character would be less than significant.

As identified in the previous environmental documents, all projects in the RSP area, including the proposed project, would be subject to the City's Site Plan and Design Review and/or Preservation Review permit process to ensure development in consistent with design standards identified in the RSPU, is of high quality, and is compatible with surrounding development, thus avoiding adverse impacts to visual character within the context of a built-up urban setting. Consequently, changes introduced by the proposed project and/or new circumstances relevant to the project would not, as compared to the 2007 RSP EIR and the 2016 RSPU SEIR, result in new significant adverse impacts to the visual character of the site or its surroundings or result in significant impacts that are substantially more severe than impacts previously disclosed.

## Light and Glare

**Lighting:** The 2007 RSP EIR evaluated the potential for development of the RSP Area to produce adverse light or glare. The 2007 RSP EIR identified that implementation of the RSP would result in a large infill development of vacant or underutilized parcels, as well as intensification and reuse of existing sites (e.g., the Central Shops and the Sacramento Intermodal Transportation Facility). Nighttime lighting would be included in future project development in a variety of forms including security lighting, monument lighting of buildings, lighting along the riverfront, and street and parking area lighting, in addition to interior lighting. The 2007 RSP EIR determined that because current conditions on the project site do not involve significant sources of lighting, development under the proposed project would increase the ambient light in the project area over current levels.

The 2016 RSPU SEIR determined that implementation of the proposed RSPU would result in an increase in ambient light in the project area. With full implementation of the RSPU, there would be extensive urban development, with nighttime light being emitted from buildings, streetlights, signage, vehicles, and other sources. In addition, the proposed RSPU would allow for the construction of a sports and entertainment complex that could have substantial nighttime lighting of open plazas and fields, and could include signage that emits light, some of which could spill over to existing or future residences in the Alkali Flat neighborhood, especially if tall buildings included significant neon lighting or lighted signs.

The 2007 RSP EIR concluded that, due to the urbanized nature of the surrounding area, a significant amount of ambient nighttime light currently exists, reducing the views of stars and affecting views of the nighttime sky, and the increase in nighttime light that would occur with development under the RSP would not significantly affect nighttime views of the sky (ability to see stars), because such views are already limited in city settings.

The 2007 RSP EIR identified that the proposed RSP design guidelines contain guidelines relevant to spillover lighting onto adjacent properties that could minimize or avoid such effects; however, the 2007 RSP EIR determined that the policies are not sufficiently protective to ensure avoidance of such adverse effects, and, depending on the location and design specifications of lighting on tall buildings, this type of lighting could also present a potentially significant impact.

The 2007 RSP EIR determined that implementation of Mitigation Measure 6.13-3(a) through 6.13-3(c) would reduce potential lighting impacts to surrounding areas through appropriate site design and configuration, review and approval of the proposed lighting plan by Development Services Department would ensure that spillover lighting would be minimized so as not to create light pollution disturbances to adjacent uses, and the impact would be reduced to a less-than-significant level.

**Glare:** The 2007 RSP EIR identified that implementation of the RSP could result in the construction of numerous new structures within the Specific Plan Area, and because detailed site design proposals were not included within the proposed RSP, it was unknown at that time what materials would be used to construct individual structures. The 2007 RSP EIR identified that

proposed RSP design guidelines contain guidelines that address the façade materials of future buildings, but because the details of construction materials to be used were unknown, it is possible that the cladding of future buildings could cause substantial increases in the amount of glare in the project area if the surfaces of structures are highly reflective and the impact was potentially significant.

With regard to glare impacts, the 2016 RSPU SEIR determined that, because the details of construction materials to be used on future buildings developed pursuant to the proposed RSPU were unknown, it is possible that the cladding of future buildings could cause substantial increases in the amount of glare in the project area if the surfaces of structures are highly reflective. This impact was determined to be potentially significant.

The 2007 RSP EIR determined that implementation of Mitigation Measure 6.13-4 would ensure that potential glare impacts would be minimized by limiting the permitted construction materials of new buildings to non-reflective materials, and the impact would be reduced to a less-than-significant level. The 2016 RSPU SEIR determined that implementation of Mitigation Measure 4.1-4 would substantially lessen and avoid potential glare impacts by limiting the permitted construction materials of new buildings to non-reflective materials and the impact would be reduced to a less-than-significant level.

The proposed project, the adaptive re-use of the existing Paint Shop building and development of the associated surrounding area does not include any tall new structures. The proposed project would not contribute to spillover lighting and glare onto to adjacent properties due to introduction of tall structures. 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.

The proposed project's site lighting is characterized by street lights at 40' OC along Stanford, Stevens, and the south side of the Paint Shop and along 5<sup>th</sup> Street and Railyards Boulevard. The Intermodal Tunnel entrance will be well lit with both area lighting from poles and accent lighting for place-making elements to create a safe evening experience. Additional lighting will define various spaces throughout the Central Shops Plaza, such as the Bosque, Pavilion alley, and accent up-lighting at the facades of the historic Car Shop buildings and Paint Shop. Downward facing, shielded security lighting would be provided throughout the Central Shops Plaza, at the Intermodal Connection staircase, and along Stevens Street and Stanford Street. Additionally, electronic signage would be installed at the terminus of the southern plaza as part of venue entrance. Wayfinding signage would be located throughout the project site. The Paint Shop building would include an un-lit, painted rooftop sign, on the south-facing roof section, and an illuminated vertical blade sign, located on the southwest side of the building.

Though the project proposes use of downward facing shielded lighting, there would be new lighting at the Intermodal Tunnel entrance and other ambient lighting that is currently not in place. The proposed lighting throughout the Central Shops Plaza, the accent up-lighting at the facades of the historic Paint Shop building would have a similar light spillover effect as examined in the 2016 RSPU SEIR.

The existing brick façade of the Paint Shop building would be restored using the criteria established by the Secretary of Interior's Standards for Rehabilitation. The introduction of new pavilion structure located in parking areas that would not be taller than 22-feet is to proportionate to the adjacent brick structures. The pavilion would not be made of highly reflective material that could substantially increase in the amount of glare generated by the proposed project.

Consistent with this determination, the proposed project does not propose use of any reflective materials. The adaptive re-use of an existing Paint Shop building that has brick, a non-reflective material, on the exterior facades would keep the existing visual character. Replacement and restoration of exterior windows would meet the SOI's standards for historic buildings. The restoration to the exterior, under these SOI's Standards would ensure that the proposed glazing for the windows is made of a non-reflective material and avoid glare. Similarly, the Pavilion in the Central Shops Plaza would be constructed with non-reflective materials.

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, street lights are to be no more than 18 feet in height, 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.

The 2016 RSPU SEIR determined that implementation of Mitigation Measure 4.1-3(a) and (b) would reduce potential lighting impacts to surrounding areas through appropriate site design and configuration. Review and approval of the proposed lighting plan through the City's Site Plan and Design Review process would ensure that the potential that spillover lighting would be reduced and potential to create light pollution disturbances to adjacent uses minimized.

Consistent, with the proposed physical development of the project site evaluated in the 2007 RSP EIR and the 2016 RSPU SEIR, the proposed project would create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. As identified in the previous environmental documents, all projects in the RSP Area, including the project site, would be subject to the City's Site Plan and Design Review and/or Preservation Review permit process to ensure development in consistent with design standards identified in the RSPU design guidelines, which regulate lighting design and illumination in both public and private realms. In addition, the Sacramento 2035 General Plan includes Policy ER 7.1.3, which requires projects to minimize obtrusive light by limiting outdoor lighting that is misdirected, excessive, or unnecessary, and requiring light for development to be directed downward to minimize spill-over onto adjacent properties and reduce vertical glare

Compliance with General Plan Policy ER 7.1.3 would further ensure that the proposed project would not create a new source of substantial light and the impact would be less than significant. In addition, The Sacramento 2035 General Plan includes Policy ER 7.1.4, which prohibits new



development from (1) using reflective glass that exceeds 50 percent of any building surface and on the bottom three floors, (2) using mirrored glass, (3) using black glass that exceeds 25 percent of any surface of a building, (4) using metal building materials that exceed 50 percent of any street-facing surface of a primarily residential building, and (5) using exposed concrete that exceeds 50 percent of any building.

Required adherence to the requirements of the general plan would ensure that the proposed project would not create glare that could result in a public hazard or a substantial annoyance to nearby land uses, and the impact would be less than significant. Consequently, changes introduced by the proposed project and/or new circumstances relevant to the project would not, as compared to the 2007 RSP EIR and the 2016 RSPU SEIR, result in new significant adverse impacts related to production of adverse light or glare in significant impacts that are substantially more severe than impacts previously disclosed. Compliance with City policies would minimize the impacts of light and glare on nighttime views such that no mitigation is required.

## **Mitigation Measures**

### ***2007 DEIR, 2007 FEIR, and 2016 SEIR Mitigation Measures***

There are no mitigation measures from the 2007 DEIR, the 2007 FEIR, and the 2016 SEIR that are required.

### ***Additional 2021 Mitigation Measures***

No additional mitigation measures are proposed.

## **Conclusion**

Changes introduced by the proposed project and/or new circumstances relevant to the project would not, as compared to the 2007 RSP EIR and subsequent 2016 RSPU SEIR, 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 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 (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIRs would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative. For these reasons, impacts related to aesthetics, light, and glare from the proposed 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?
<b>3. Air Quality.</b> Would the project:					
a. Conflict with or obstruct implementation of the applicable air quality plan?	2016 RSPU SEIR page 4.2-33 to 4.2-39	No	No	No	Yes 2007 RSP EIR MM 6.1-3
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)?	2007 RSP EIR page 6.1-20 to 6.1-26, 2016 RSPU SEIR page 4.2-39 to 4.2-61	No	No	No	Yes 2007 RSP EIR MM 6.1-3  2016 RSPU SEIR MM 4.2-2(a-d)
c. Expose sensitive receptors to substantial pollutant concentrations?	2007 RSP EIR page 6.1-26 to 6.1-30, 2016 RSPU SEIR page 4.2-61 to 4.2-65	No	No	No	Yes 2016 RSPU SEIR MM 4.2-2(b)
d. Result in other emissions (such as those leading to odors) affecting a substantial number of people?	2007 RSP EIR page 6.1-30 & 6.1-31, 2016 RSPU SEIR pages 4.2-66 & 4.2-67	No	No	No	Yes

## Discussion

### **Relevant Changes to Project Related to Air Quality**

The 2007 RSP EIR and 2016 RSPU SEIR evaluated potential effects resulting from development of the RSP Area on regional and local air quality, during both construction and operation. Air quality and health risk impacts were evaluated in the previous EIRs were based on the entire RSP Area, of which the proposed project site is a subset (Lots 9, 10, 19, 20, 21a, 21b, 21c, 22, 23, and portions of Lot 15).

The 2007 RSP EIR included analysis in the RSP Area allowing for a broad range of mixed uses including retail and entertainment and related land uses that support retail, office, hotel, residential and other uses in the RSP and surrounding areas. In both the 2007 RSP EIR and the

2016 RSPU SEIR, the City anticipated that those lots would be developed for retail and entertainment uses as part of the Central Shops District.

The 2016 RSPU SEIR replaced zoning designations with special planning district zoning based on existing zones that are included in the City's Planning and Development Code and established and analyzed assumed levels of development for the RSP Area as a whole. Lots 9, 10, 19, 20, 21a, 21b, 21c, 22, 23, and portions of Lot 15 were rezoned as Central Business District (C-3 SPD).

The development intensity of the proposed project is consistent with what was assumed in the RSPU analysis. In addition, the planned land uses for the project area remain consistent between the 2007 RSP and the 2016 RSPU. Therefore, air quality impacts from development proposed by the project were included in the analysis in the 2016 RSPU SEIR.

### ***Relevant Changes to Environmental Setting***

The proposed project site is a part of the RSP Area located within the Sacramento Valley Air Basin (SVAB). The Sacramento Metropolitan Air Quality Management District (SMAQMD) continues to be the air quality regulatory agency for the area. The SVAB is designated as a nonattainment area with respect to state and federal ozone standard, the 24-hour federal PM<sub>2.5</sub> standard and state PM<sub>10</sub> standards. The area is designated as either attainment or unclassified with respect to all other state and federal ambient air quality standards. The proposed Area Plan area continues to experience exceedances of the ozone and Particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) 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 SEIR.

The nearest residences (sensitive receptors) to the proposed project site are the residences located at the intersection of H street with 7<sup>th</sup> Street, approximately 1,000 feet to the south-east of the plan area boundary. Additional residences in the Alkali Flats neighborhood are also located beyond 1,000 feet to the east of the project site.

### ***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 RSPU SEIR included cultural-historic related redevelopment of the Central Shops District. Development of Lots 9, 10, 19, 20, 21a, 21b, 22 and portions of Lots 17 and 21c with retail and entertainment supportive uses was assumed within the background development assumptions that were derived from the SACOG 2012 MTP/SCS. 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 above under Operational Impacts, upon full buildout of the RSP, unmitigated operational emissions of ROG and NO<sub>x</sub> emissions could exceed the threshold of 65 pounds per day and would be considered significant for CEQA purposes. 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.

A similar conclusion was reached in both the 2007 RSP EIR and 2016 RSPU SEIR analyses and the significant impact was addressed through the adoption of the Railyards Final Air Quality Mitigation Plan which implemented Mitigation Measure 6.1-3 (on page 6.1-24 of the 2007 RSP DEIR) requiring the applicant to develop an Air Quality Mitigation Plan (AQMP) demonstrating that the RSPU can reduce onsite ozone emissions (ROG and NO<sub>x</sub>) by 15 percent or more, subject to the approval of the SMAQMD.

The proposed 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). As discussed under Operational Impacts, the SMAQMD recommends that lead agencies require projects exceeding their daily thresholds of ROG and/or NO<sub>x</sub> reduce their ozone precursor emissions from transportation sources by 15 percent.

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 project design would help achieve some level of reductions in emissions from transportation sources. The proposed project facilitates an adaptive re-use of an historic structure in proximity to the Downtown District and residential neighborhoods. The remaining RSP area is planned for a high-density transit-oriented land uses residential, retail, commercial and hotel uses providing a vibrant mix of uses at a strategic location in the City.

Combined with the effects of regular updates to Title 24 and the California Building Codes (including CALGreen) and the incorporation of emission reduction measures that were proposed under the 2007 RSP AQMP, the proposed project is expected to result in the required 15 percent reduction. Thus, the proposed project would be consistent with the land use parameters established for the project area in the SACOG MTP/SCS. It would incorporate provisions,

similar to the 2007 AQMP, that would reduce unmitigated emissions by at least 15 percent. 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 project design.

### **Construction Impacts**

Both the 2007 RSP EIR and 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.

Construction activities associated with the proposed project would be similar, 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 from the project site. Impacts are likely to be similar to those analyzed previously and would result in a significant impact without implementation of SMAQMD's Basic Construction Emission Control Practices to control PM<sub>10</sub> and PM<sub>2.5</sub>. 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. These measures include the SMAQMD's Basic Construction Emission Control Practices to control PM<sub>10</sub> and PM<sub>2.5</sub> during construction and would reduce construction impacts to a less than significant level.

### **Operational Impacts**

The 2007 RSP EIR evaluated operational ozone precursor and PM emissions under impact 6.1-3 (on pages 6.1-23 through 6.1-26) and concluded that implementation of the RSP would result in ROG and NO<sub>x</sub> emissions that would exceed the SMAQMD significance thresholds. Similarly, the incremental build-out of the RSPU, as analyzed in the 2016 SEIR was also found to result in emissions of ROG and NO<sub>x</sub> that would exceed the SMAQMD significance thresholds resulting in a significant impact. SMAQMD recommends that lead agencies require projects generating ROG and/or NO<sub>x</sub> emissions that exceed the District's 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.

Using the SMAQMD Recommended Guidance for Land Use Emission Reduction, the 2016 RSPU SEIR estimated that all proposed projects would meet or exceed the 15 percent emission reduction/mitigation guideline established by the SMAQMD. Even with achievement of the SMAQMD-required 15 percent reduction in operational mobile source emissions, NO<sub>x</sub> 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.

Development intensity under the proposed project would be consistent with what was assumed in the 2016 RSPU SEIR analysis. Therefore, the scale of operational emissions from area sources,

stationary sources and mobile sources under the proposed project would be similar to what was previously analyzed in the 2016 RSPU SEIR. The proposed project would implement measures identified in the 2007 AQMP 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 to a variety of transportation options. Therefore, vehicle trips generated by the implementation of the proposed project would not generate operational emissions in excess of what was previously analyzed.

Therefore, 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 2007 AQMP, 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 operational thresholds. Therefore, the operational impact of the proposed project would be considered significant and unavoidable, consistent with the conclusions in the 2007 and 2016 analyses. Consistent with the direction of the SMAQMD, no further mitigation would be required.

### **Health Risk to Existing and Future Receptors**

The 2007 RSP EIR evaluated health risks from potential exposure of receptors to Diesel Particulate Matter (DPM) emissions from off-road construction equipment, diesel trucks on I-5, diesel powered trains on UPRR tracks within the RSP Area, and diesel emissions from vehicles that would use the proposed Sacramento Intermodal Transportation Facility. The 2007 RSP EIR found that DPM emissions generated during construction or after full-build out of the RSP would not result in a significant health risk within the RSP Area or at the nearest existing residential receptor. The 2007 RSP EIR concluded that the project health risks would be less than significant.

The 2016 RSPU SEIR analysis also determined less than significant health risk impacts from construction as the duration of the proposed construction activities under the RSPU would only constitute a small percentage of the total 30-year exposure period and hence, not be expected to result in concentrations causing significant health risks. Similarly, the construction and rehabilitation/restoration activities for the proposed project is a small percentage as the project site is approximately 6.2 acres and not the total 244-acres RSP. The 2016 RSPU SEIR analysis includes an operational Health Risk Assessment (HRA) of sources in the RSPU area concluded that the health risk impacts at the maximum exposed receptor would be less than the SMAQMD health risk thresholds, and hence, less than significant.

Construction of the proposed project would generate DPM emissions during construction and operation. Existing sensitive receptors in the form of residential uses are located more than 1,000 feet from the project site and would be exposed short-term emissions of DPM during construction. Construction impacts would be similar to those analyzed in the 2016 RSPU SEIR and would be considered to be less than significant as the construction duration of the proposed project would be shorter than the buildout of the RSPU, which was found to generate less than significant health risk impacts during construction. In addition, implementation of Mitigation

Measure 4.2-2(b) would reduce DPM emissions from construction equipment by 45 percent, as compared to the state fleet average and would further reduce the impact. Overall, DPM generated during construction would not be expected to result in concentrations causing significant health risks at nearby receptors.

Once operational, the proposed uses could include additional DPM sources such as diesel emergency generators and diesel-fueled vehicle trips generated by the proposed project. Therefore, health risk impacts from sources in the proposed project to existing and future receptors have not been evaluated and could result in a potentially significant impact. With the implementation of newly identified **Mitigation Measure AIR-1**, health risk impacts during operation would be reduced to a less-than-significant level.

### **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 (SO<sub>2</sub>) 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.<sup>4</sup> Consequently, quantification of CO concentrations near roadways is no longer part of their analysis expectations and is therefore not included in this analysis.

### **Odors**

Both the 2007 RSP EIR and the 2016 RSPU SEIR identified the Sacramento River Water Treatment Plant (SRWTP) 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, as no uses proposed adjacent to the SRWTP would be odor-sensitive as there would be adequate buffer distance between the SRWTP and the nearest on-site odor-sensitive uses (e.g., residential uses south of Southpark Street and east of 5th Street), odor impacts were determined to be less than significant.

The proposed project is located farther away from the SRWTP and does not include any residential uses. Therefore, odor impacts from the proposed project would also be less than significant.

## **Mitigation Measures**

### **2007 DEIR Mitigation Measures**

Mitigation Measures 6.1-1 and Mitigation Measure 6.1-2 on pages 6.1-20 through 6.1-23 of the 2007 RSP EIR is included in the 2016 SEIR as Mitigation Measure 4.2-2 and is described below.

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<sup>4</sup> 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>.

Mitigation Measure 6.1-3 requiring the development of an AQMD was implemented with the adoption of the Railyards Final Air Quality Mitigation Plan. These mitigation measures would be applicable to the proposed project, consistent with SMAQMD requirements.

### **2016 Subsequent EIR Mitigation Measures**

Since the publication of the 2007 RSP EIR, the SMAQMD has updated its Basic Construction Emission Control Practices. Mitigation Measure 4.2-2 described below reflects the latest SMAQMD Basic Construction Emission Control Practices, which are different than those identified in Mitigation Measures 6.1-1 and Mitigation Measure 6.1-2 on pages 6.1-20 through 6.1-23 of the 2007 RSP EIR.

#### **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.*

### **Additional 2021 Mitigation Measures**

#### **Mitigation Measure AIR-1**

*Prior to site plan and design review approval, the City or project applicant shall conduct a Health Risk Assessment that will characterize the operational health risk from sources within the Area Plan. The City Planning Office shall verify that design*

*recommendations identified to mitigate any significant health risk impacts, in the required health risk assessment, have been incorporated in the project design.*

## **Conclusion**

The proposed project be constructed within the footprint previously analyzed in the 2007 RSP EIR and 2016 RSPU SEIR. Changes introduced by the proposed project and/or new circumstances relevant to the project would not, as compared to the 2007 RSP EIR and the 2016 RSPU SEIR, 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 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.

## 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?
<b>4. Biological Resources.</b> 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?	SRSPU DSEIR page 4.3-38 to 4.3-62	No	No	No	Yes 2016 RSPU SEIR MM 4.3-2(a-b), 4.3-4, & 4.3-6
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?	SRSPU DSEIR page 4.3-62 to 4.3-65	No	No	No	Yes
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?	SRSPU DSEIR page 4.3-62 to 4.3-65	No	No	No	Yes
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?	SRSPU DSEIR page 4.3-65 to 4.3-68	No	No	No	Yes 2016 RSPU SEIR MM 4.3-8
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	SRSPU DSEIR page 4.3-68 to 4.3-70	No	No	No	No 2016 RSPU SEIR MM 4.3-9
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	No

## Discussion

### ***Relevant Changes to Project Related to Biological Resources***

The 2007 RSP EIR and 2016 RSPU SEIR evaluated potential effects resulting from development of the RSP Area on biological resources, including habitats and special-status species. Biological resources evaluated in the previous EIRs were based on the entire RSP Area, of which the proposed project site is a subset. The 2007 EIR included analysis of development of the RSP allowing for a broad range of mixed uses including future anticipated transportation-related and transit supportive services, retail, office, hotel, residential and other uses that would capitalize on the transit opportunities.

Development of the proposed project was assumed in the RSPU and the impacts from this development were included in the analysis contained in the 2016 RSPU SEIR. Development of the 5th and 6th streets, between H Street and Railyards Boulevard, as well as Railyards Boulevard from 7th Street to Bercut Drive have occurred since the certification of the 2007 RSP Draft EIR. These streets are classified as developed habitat.

The proposed project site located in the eastern portion of the RSP Area is characterized by existing Railyard buildings, roadways, and other built infrastructure and surrounded by vacant lands with habitat that includes disturbed/ruderal habitat, barren access roads, soil and rock stockpiles, and small patches of remnant riparian plant species. Vegetation in vacant areas predominantly included ornamental vegetation and ruderal weed species. There is no aquatic habitat in the proposed project site. The project site and the RSP Area is surrounded on three sides by urban development and is not situated between areas of higher quality wildlife habitat, therefore the majority of the RSP area does not function as a terrestrial wildlife movement corridor.

In both the 2007 RSP EIR and the 2016 RSPU SEIR, the City anticipated that RSP would be developed for a broad range of land uses including the mixed-use retail and entertainment uses conducive to the other residential, office, hotel and transit and transit-supporting uses on the remaining part of RSP Area and surrounding areas.

### ***Relevant Changes to Environmental Setting***

The proposed project site primarily consists of developed, urban land with structures, barren access roads, soil and rock stockpiles, and vacant habitat. Land uses and habitat on the proposed project site, which is a subset of the RSP area analyzed in the 2007 RSP EIR and 2016 RSPU SEIR, has remained largely unchanged since the certification of the RSP EIR and RSPU SEIR. There have been no substantial changes to the environmental setting that would result in the proposed project having new significant impacts to biological resources that were not considered in the prior environmental documents or that substantially increase the severity of previously identified impacts.

## **Comparative Impacts Discussion**

The 2007 RSP EIR and 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 blossevillii*], hoary bat [*Lasiurus cinereus*], and Yuma myotis [*Myotis yumanensis*]). The 2007 RSP EIR and the 2016 RSPU SEIR determined that development of the RSP Area would result in less than significant impacts to Swainson's hawk foraging habitat and movement corridors for terrestrial species, and no mitigation measures would be required.

The proposed project encompasses approximately 6.2 acres over Lots 9, 10, 19, 20, 21a, 21b, 21c, 22, 23, and portions of Lot 15 on the easterly portion of the RSP site. The proposed project would utilize the existing historic Paint Shop building for a change of use to an entertainment venue. The Central Shops Plaza would include development of adjacent areas to the Paint Shop, designed as a public-oriented space in a pedestrian environment with thriving retail, open spaces, and event capability. There would be a new pavilion structure set amidst this space. Other open space and outdoor amenities are proposed as part of the project to create a retail and entertainment venue.

The 2007 RSP EIR and the 2016 RSPU SEIR determined that development of the RSP Area could result in potentially significant impacts to nesting Swainson's hawk, other raptors, and nesting birds as a result of loss of nest sites through vegetation removal, as well as disturbances from construction noise. Mitigation Measure 4.3-2(a) would apply to the proposed 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. Therefore, the proposed project would not result in new or more significant impacts to Swainson's hawk, other raptors, and nesting birds.

The purple martin colony located under the I Street Bridge would not be physically impacted by development of the proposed project as the project site is not in proximity to the I Street Bridge. The purple martin related mitigation measures do not apply to the proposed project.

The 2007 RSP EIR determined that impacts to VELB would be less than significant based on the assumption that prior to removal of elderberry shrubs the project would obtain a federal take permit from USFWS. The 2016 RSPU SEIR revised the analysis to not assume consistency with the Federal Endangered Species Act (FESA). The 2016 RSPU SEIR determined that development of the RSP could result in potentially significant impacts to VELB through removal of elderberry shrubs, or construction within 100 feet of an elderberry shrub. No new or more significant impacts to VELB would occur. Mitigation Measure 4.3-4 would apply to the proposed project and would require preconstruction surveys for VELB and elderberry shrubs, and protection and/or compensation for shrubs within 100 feet of proposed development to ensure no reduction

in VELB habitat as a result of construction activities. These actions would reduce impacts to VELB to a less-than-significant level.

The 2007 RSP EIR and the 2016 RSPU SEIR determined that development of the RSP Area could result in potentially significant impacts to special-status bats and bat maternity colonies through removal or construction-related disturbance. The proposed project would not result in a new or more significant impacts to bats. Mitigation Measure 4.3-6 would apply to the proposed project that would require preconstruction surveys for maternity roosting sites within 100 feet of project activities, and if found, observance of no-disturbance zones to ensure that the loss of, or impacts to, maternity bat roosts does not occur during construction activities. These actions would reduce impacts to bats to a less-than-significant level.

The 2007 RSP EIR and the 2016 RSPU SEIR determined that development of the RSP could result in potentially significant impacts to movement corridors of migratory fish through increases in artificial nighttime ambient lighting conditions which could spill over onto the Sacramento River and potentially alter fish behavior. Mitigation Measure 4.3-8 would apply that would require mechanisms to reduce potential night lighting impacts and minimize light spillover in portions of the RSP area west of I-5. The proposed project site is east of the I-5 away from the Sacramento River. Therefore, these measures would not apply to the proposed project.

The 2007 RSP EIR and the 2016 RSPU SEIR determined that development of the RSP could result in potentially significant impacts to trees protected by local policies through disturbance or loss. The proposed project may result in new or more significant impacts to protected trees. Mitigation Measure 4.3-9 would apply to the proposed project and would require compliance with the City of Sacramento tree protection ordinance to reduce impacts to protected trees. These measures would reduce impacts to protected trees to a less-than-significant level.

## **Mitigation Measures**

Mitigation Measures in the 2016 RSPU SEIR supersede those in the 2007 RSP EIR and 2012 Addendum to the EIR to address potential impacts to special-status species and trees protected by the City of Sacramento Tree Ordinance. Implementation of these mitigation measures would ensure that impacts are reduced to less-than-significant levels where possible.

### ***2007 DEIR and 2007 FEIR Mitigation Measures***

There are no mitigation measures from the 2007 DEIR, the 2007 FEIR, and the 2016 SEIR that are required.

### ***2016 Subsequent EIR Mitigation Measures***

The following mitigation measures referenced in the SEIR for the RSPU would continue to remain applicable for the proposed 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 4.3-2(b)**

#### **Purple Martin Measures are not Applicable Mitigation Measure 4.3-4:**

1. Prior to construction within the RSP Area, the site shall be surveyed for the presence of the valley elderberry longhorn beetle and its elderberry host plant by a qualified biologist in accordance with USFWS protocols. If elderberry plants with one or more stems measuring 1.0 inch or greater in diameter at ground level occur on or adjacent to the project site or are otherwise located where they may be directly or indirectly affected by the Proposed Project, minimization and compensation measures, which include transplanting existing shrubs and planting replacement habitat (conservation plantings), are required (see below). Surveys are valid for a period of two years. Elderberry plants with no stems measuring 1.0 inch or greater in diameter at ground level are unlikely to be habitat for the beetle



because of their small size and/or immaturity. Therefore, no minimization measures are required for removal of elderberry plants with all stems measuring 1.0 inch or less in diameter at ground level.

2. For shrubs with stems measuring 1.0 inch or greater, the City shall ensure that elderberry shrubs within 100 feet of proposed development be protected and/or compensated for in accordance with the “U.S. Fish and Wildlife Services’ (USFWS) Conservation Guidelines for the Valley Elderberry Longhorn Beetle<sup>65</sup> and the Programmatic Formal Consultation Permitting Projects with Relatively Small Effects on the Valley Elderberry Longhorn Beetle Within the Jurisdiction of the Sacramento Field Office.”

### **Mitigation Measure 4.3-6**

Minimize potential adverse effects to bat species.

Vegetation removal, including tree removal, shall be conducted between September 16 and January 31, to the extent feasible, to minimize the potential loss of bat maternity roosts. The applicant shall conduct pre-construction surveys for roost sites prior to construction activities within 100 feet of the I-5, I Street Bridge, and riparian habitat along the Sacramento River during the bat pupping season (April 1 through July 31). This survey shall be conducted by a wildlife biologist qualified to identify bat species. If no bats are roosting, then no further mitigation is required.

If a bat maternity roost is identified, buffers around the roost site shall be determined by a qualified biologist and implemented to avoid destruction or abandonment of the roost resulting from tree removal or other project activities.

### **Mitigation Measure 4.3-8**

The applicant shall reduce spillover lighting from the proposed project onto the Sacramento River by implementing the following:

The applicant shall place structural barriers to screen automobile headlights that are directed perpendicular to the river shall be screened along the western project edge. This may be accomplished through the placement of a 3–4-foot vegetated hedge or other structural methods that would not additionally hinder wildlife movement through riverine riparian vegetation. Outdoor lighting within the RSP Area west of I-5 shall be of the minimum wattage required for the particular use and shall be directed to the specific location intended for illumination (e.g., roads, walkways, or recreation fields) to prevent stray light spillover onto sensitive riverine habitat.

All fixtures on elevated light standards within the RSP Area west of I-5, such as in parking lots or along roadways, shall be shielded to reduce direct exposure to the Sacramento River.

### **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 2021 Mitigation Measures***

No additional mitigation measures are required.

### **Conclusion**

The proposed project, within the RSP area will be constructed within the footprint previously analyzed in the 2007 RSP EIR and 2016 RSPU SEIR. The 2016 RSPU SEIR analysis assumed the entire RSP area would be disturbed and provides mitigation measures for the entire site. Therefore, 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 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 2007 RSP EIR or 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 project on biological resources. For these reasons, project effects related to biological resources would not require the preparation of a subsequent EIR and the conclusions of the 2016 RSPU SEIR remain valid.

## 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?
<b>5. Cultural Resources.</b> Would the project:					
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	2016 RSPU EIR page 4.4-61	No	No	No	No
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	2016 RSPU EIR page 4.4-54	No	No	No	Yes 2016 RSPU SEIR MM 4.4-1(a) & 4.4-1(c)
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	2016 RSPU EIR page 4.4-75	No	No	No	No 2016 RSPU SEIR MM 4.4-7
d. Disturb any human remains, including those interred outside the formal cemeteries?	2016 RSPU EIR page 4.4-54	No	No	No	No

## Discussion

### **Relevant Changes to Project Related to Cultural Resources**

The 2016 RSPU envisioned Central Shops District to provide for the adaptive reuse of the historic Central Shops buildings with historic/cultural-themed uses. In the 2016 Railyards Specific Plan Update, the boundaries of the Central Shops District (which are coterminous with the Central Shops Historic District) were modified to reassign Lots 12 and 13, which front on Camille Lane, to the West End District. In addition, the Central Shops District was expanded to include land that is located between Lot 20 and 5<sup>th</sup> Street that was previously in the West End District. The following is from the description of the Central Shops from the SRSPU DSEIR:<sup>5</sup>

Beginning in 1867, the first permanent Railyards buildings were constructed in the Central Shops, which formed the nucleus of the Railyards operations. These buildings included the Roundhouse, Car Shop and Planing Mill, Machine Shop, Blacksmith Shop, and Paint Shop. The last of these reached completion and was occupied in 1869. By 1869, a total of 20 acres had been reclaimed from the slough and filled to four feet above the water line. Their location on the bank of Sutter Lake entailed substantial and deeply dug foundations. The Central Shops expanded to the south in a strip along the north side of the tracks. Other than the Roundhouse building, which was demolished in the 1950s (most of the pit is still extant), the early Central Shops buildings still stand.

<sup>5</sup> ESA, *Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report*, June 2016, page 2-33.

The proposed addendum further develops the planned buildout of approximately 6.2 acres over Lots 9, 10, 19, 20, 21a, 21b, 21c, 22, 23, and portions of Lot 15. The proposed project would further define the proposed adaptive reuse of the historic Paint Shop Building as a mixed-use public entertainment venue for up to 4,000 people, the addition of a new pavilion building adjacent to the Paint Shop, and the establishment of the Central Shops Plaza. The proposed project includes the historic restoration of the Paint Shop building's exterior, including raising a portion of the roof to accommodate required clearances in the interior, a loading dock, a central utility plant building, and associated site upgrades including a new gated, shared use land to the east and a central utility plant on Lot 23.

## ***Relevant Changes to Environmental Setting***

### ***Comparative Impacts Discussion***

#### **Historical Resources**

The 2007 Railyard Specific Plan EIR and subsequent updates, the most recent of which is the SEIR from 2016, identified and analyzed potential impacts to historic resources within the footprint covered by the RSP. The proposed project site covers a portion of the RSP footprint. Historic resources within the site footprint include the Central Shops Historic District and the contributing Paint Shop building.

Potential impacts from the proposed project, including adjacent new construction, to the Paint Shop Building and the Central Shops Historic District were analyzed in the 2007 RSP EIR and 2016 RSPU SEIR. The project proposes no changes to the plans for the rehabilitation of the Paint Shop and the Central Shops Historic District. Scale, location, visual character of the new construction is substantially similar to that originally proposed and analyzed. As described under the 2016 RSPU, the rehabilitation of the Paint Shop and any adjacent construction will meet the Secretary of the Interior's Standards (SOI Standards) for Rehabilitation and will go through required City of Sacramento Planning and Historic Preservation review prior to project approval, to ensure that the proposed project meets the SOI Standards as well as meeting the design guidelines of the City's Central Shops Historic District Plan.

No new significant resources have been identified on the project site, and the proposed project would not result in new or more significant effects to historical resources than were discussed in the 2007 EIR and 2016 RSPU SEIR. No new information or changes under the proposed project are known which would affect this conclusion. Therefore, the conclusions of the 2007 RSP EIR and 2016 RSPU SEIRs remain valid, and no further analysis is required.

#### **Archaeological Resources and Human Remains**

The 2007 RSP EIR and 2016 RSPU SEIR identified and analyzed potential impacts to archaeological resources and human remains within the footprint covered by the RSP. The proposed project site covers a portion of the RSP footprint. The Central Shops area was deemed archaeological sensitive by the 2007 RSP EIR, and, despite remediation activities, remains sensitive. There is a high potential for buried deposits and infrastructure features related to the

National Register-listed Central Shop facilities, especially in and between existing shop buildings, areas that remain largely undisturbed.

If native soil (which has the potential to contain prehistoric sites) remains intact in the RSP area, it will be in areas where railroad construction and filling were limited and therefore where remediation activities were not extensive. Specifically, the margins of Sutter Lake, including the Central Shops area, have previously been identified as sensitive for prehistoric archaeological resources. Between 1863 and 1910, the lake was filled in, with some sources stating as much as 40 feet of fill placed in parts of the lake.<sup>6</sup>

Archaeological site P-34-002359 was recorded at the predicted southeastern edge of the former Sutter Lake in the vicinity of the Old Folsom Powerhouse Sacramento Station A. The site was discovered 9 feet below current street level in an area of the city where the streets were elevated to upwards of 10 feet to protect from flooding. This indicates that P-34-002359 was not deeply buried and was actually very close to historical ground surface. At the time, archaeologists speculated that this site possibly extended into the RSP area. Archaeological trenching conducted by ICF International to the north of the plotted location for P-34-002359 revealed no prehistoric materials. Given the proximity to a known site, however, the Central Shops area would also be sensitive for prehistoric resources.

The proposed project would include construction involving ground disturbing activities that could disturb or destroy potentially significant buried archaeological resources, including human remains. Destruction or loss of these resources would potentially result in a significant impact. No new significant resources have been identified on the project site, and the proposed project would not result in new or more significant effects to archaeological resources or human remains than were discussed in the 2007 RSP EIR and 2016 RSPU SEIR. No new information or changes under the proposed site are known which would affect this conclusion. Therefore, the conclusions of the 2007 RSP EIR and 2016 RSPU SEIR remain valid, and no further analysis is required.

Mitigation Measure 4.4-1(a) would apply to the portions of the RSP area shown in Figure 4.4-9 of the 2016 SEIR as archaeologically sensitive areas, including the proposed project site. Mitigation Measure 4.4-1(c) addresses the discovery of unanticipated archaeological resources and applies to the proposed project site. Implementation of these mitigation measures would ensure that (1) CRHR-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. These actions would reduce these impacts to a less-than-significant level.

### **Paleontological Resources**

The 2007 RSP EIR did not address paleontological resources. The 2016 RSPU SEIR addressed paleontological resources and included an environmental setting for paleontological resources derived from the City's 2035 General Plan Master EIR.

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<sup>6</sup> City of Sacramento. 2016. Sacramento Valley Station; Early Site History. Available at: <https://www.cityofsacramento.org/Public-Works/Sacramento-Valley-Station/Background/Early-Site-History>.

Per the City of Sacramento 2035 General Plan Master EIR (Geology, Soils, and Mineral Resources, page 4.5-7), the City of Sacramento is not highly sensitive for paleontological resources due to the absence of fossil-bearing soils and rock formations. Most of the RSP Area, including the proposed Area Plan area, has been excavated and filled. 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 Area Plan area to contain paleontological resources.

Based on a review of known disturbances, there appears to be a very low potential to uncover paleontological resources during Project implementation. Nonetheless, if such resources are present, they could be damaged or destroyed during excavation, pile driving, utilities and/or and related construction activities. Therefore, this impact would be potentially significant.

Mitigation Measure 4.4-7 would apply to the Area Plan area. This measure provides actions to follow in the unlikely event of the discovery of unanticipated paleontological resources and would reduce these impacts to a less-than-significant level.

## Mitigation Measures

### **2007 DEIR and 2007 FEIR Mitigation Measures**

There are no mitigation measures from the 2007 DEIR and the 2007 FEIR.

### **2016 Subsequent EIR Mitigation Measures**

#### **Mitigation Measure 4.4-1(a)**

- i. *Prior to any ground-disturbing activity in Archaeologically Sensitive Areas (ASAs), a focused Archaeological Testing Plan (ATP) shall be prepared and implemented to determine the presence/absence of archaeological resources and to assess their eligibility to the CRHR. The ATP shall be reviewed and approved by the Preservation Director prior to implementation. An example outline of the ATP is included in Appendix E of this Draft SEIR.*
- ii. *If the testing program identifies CRHR-eligible archaeological resources, an Archaeological Mitigation Plan shall be prepared and implemented.*
- iii. *Based upon the results of test excavations, it may be necessary to conduct archaeological monitoring in some areas. In these areas, an Archaeological Monitoring Plan shall be prepared and implemented to ensure appropriate identification and treatment of anticipated archaeological resources, if any are discovered during grading or construction activities. At a minimum, the Monitoring Plan shall include provisions to result in the cessation of activities upon discovery, evaluation of such resources for historic significance, and if the resource is*

*significant, appropriate treatment based on recommendations of a qualified archaeologist. Appropriate treatment shall include protection of the resource from further damage, and one of the following, as appropriate: (1) preservation in place; (2) return of the resource to the most likely descendent (MLD) (if determined to be of Native American origin), (3) curation in an appropriate location or facility, and/or (4) recordation. The City Preservation Director shall approve the Archaeological Monitoring Plan prior to implementation. An example outline of an Archaeological Monitoring Plan is included in Appendix E of this Draft SEIR.*

- iv. Prior to construction activities, an archaeologist will lead an in-field tailgate training session for project construction crews on the kinds and types of resources that may be present and give plans for actions of work stoppage to occur should archeological features be encountered.*

**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 2021 Mitigation Measures**

No additional mitigation measures are required.

#### **Conclusion**

Project impacts would not change from the previous analysis in the 2007 RSP EIR or 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 EIRs, the proposed project would not be a substantial change, requiring major revisions to the cultural resources analysis in the 2007 RSP EIR or 2016 RSPU SEIR. In addition, substantial changes to the circumstances relating to cultural resources under which the proposed project would be undertaken, have not occurred. The proposed project would not have more significant effects that were not discussed in the previous EIRs or increase the severity of impacts discussed therein. For these reasons, impacts to cultural resources from the proposed 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?
<b>6. Energy.</b> 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	No
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	No

## Discussion

### **Relevant Changes to Project Related to Energy**

The 2007 RSP EIR discussed the distribution systems for electricity and natural gas, the estimated energy consumption for the Railyards Specific Plan. SMUD is responsible for the generation, transmission, and distribution of electrical power to its 640,712 account holders over the 900 square mile service area, which includes the proposed project site within the RSP area.<sup>7</sup>

Pacific Gas & Electric provides natural gas service to the proposed project site within the RSP area. PG&E provides electricity and natural gas distribution, electricity generation, transportation and transmission, natural gas procurement, and storage. The utility company is bound by contract to update its systems to meet any additional demand. Their services are provided within 48 counties in California with a total service area of approximately 70,000 square miles in northern and central California.

The utility provides services with 42,141 miles of natural gas distribution pipelines and 6,438 miles of interconnected transmission lines. PG&E serves approximately 4.5 million natural gas customer accounts. It is anticipated that natural gas distribution lines in new development will be placed underground in accordance with CPUC rules.<sup>8</sup>

<sup>7</sup> Sacramento Municipal Utility District, 2021. Available: About Us (smud.org). Accessed August 18, 2021.

<sup>8</sup> Pacific Gas & Electric, 2021. Company Profile. Available: <http://www.pge.com/en/about/company/profile/index.page?>. Accessed August 18, 2021.

The 2007 Railyards Specific Plan (2007 RSP) included analysis of various land uses in the RSP area, including land uses similar to the proposed project on Lots 9, 10, 19, 20, 21a, 21b, 21c, 22, 23, and portions of Lot 15. Future development was anticipated to include retail and entertainment uses that would capitalize on the transit opportunities and office, hotel and residential land uses in the RSP site and surrounding communities. In the 2016 Railyards Specific Plan Update, development assumptions for the various lots within the RSP were not expressly identified in the 2016 RSPU SEIR. However, underlying modeling and development assumptions carried through the development assumptions of the 2007 RSP for the project site. While these uses were contemplated in the prior documents, the proposed project advances the planning of such uses, providing greater definition of anticipated development.

### ***Relevant Changes to Environmental Setting***

Electrical service was planned in the 2016 RSPU SEIR to be provided by the Sacramento Metropolitan Utility District (SMUD) through new electrical lines connected to an entirely new substation that would be constructed to serve the Railyards. In 2016, SMUD was in the process of replacing and expanding the capacity of Station A, located on Block 42A at the corner of 6<sup>th</sup> Street and H Street, with a new Station A to be constructed on Block 42B, near the 6<sup>th</sup> Street/G Street intersection.

### ***Comparative Impacts Discussion***

#### **Increased Demand for Energy**

The 2016 RSPU SEIR analyzed the potential for the increased demand for energy generated by the proposed project, to result in significant environmental effects. The analysis in the 2016 RSPU SEIR presents estimates of construction and operational demand for electricity, natural gas, and transportation fuels. Development of the proposed project would generate similar demand for gas and electricity services as anticipated for the site in the 2016 RSPU SEIR, and gas and electricity lines currently exist or are being constructed by respective service providers within and near the project site. Further, the City and private developers would be required to construct the necessary infrastructure on-site to serve the project.

The proposed project includes the adaptive re-use of historic Paint Shop for an entertainment venue supported by retail. This part of the Central Shops District would include creation of the Central Shops Plaza—a pedestrian environment with a Pavilion surrounded by public seating, landscaping, and event capability. This park-like space is bordered by the Stevens and Stanford Streets which would be closed to during normal operating hours and could be used as outdoor retail space with café tables and chairs, bridging the staircase connection to 5<sup>th</sup> Street and the Paint Shop. The staircase coming off of the 5th Street Viaduct would serve as the primary eastern pedestrian access to the space. A central utility plant and other associated utilities, landscaping and site improvements are part of the proposed project.

Electricity services to the proposed project would be provided by SMUD. SMUD supplies power through a distribution grid that is a looped system, which provides for more reliable power and works with the City of Sacramento to ensure adequate electricity services for existing and newly

planned developing areas. The downtown Sacramento area generally is served by a PG&E grid system of high-pressure natural gas distribution pipelines that range in size from 4 inches to 12 inches in diameter. Similarly, PG&E also works with the City to ensure adequate natural gas provision to their customers. Uses similar to the proposed project were anticipated in the 2007 RSP EIR and 2016 RSPU SEIR and would have a similar energy consumption profile to those considered in those documents.

Additionally, the proposed project would address energy conservation through the use of green building technology and renewable energy resources. The proposed project would strive to promote environmental sustainability through the use of renewable energy resources. As mandated and discussed in the 2016 RSPU EIR's Project Description, the RSP called for all facilities in the Railyards to comply with Title 24 (California Energy Efficiency Standards). The proposed project would comply with the most recent iteration of Title 24 standards, which increase efficiency requirements with each iteration.

The proposed project implements several key General Plan Policies related to energy and conservation. Policies LU 1.1.4, 1.1.5, and 1.1.6 for Infill growth and Policies 2.4.2, and 2.6.5.

**“Policy LU 2.6.5: Existing Structure Reuse.** The City shall encourage the retention of existing structures and promote their adaptive reuse and renovation with green building technologies to retain the structures’ embodied energy, increase energy efficiency, make it more energy efficient, and limit the generation of waste.”

The proposed adaptive re-use of the Paint Shop building to house an entertainment venue is a key example of this policy implementation. The adaptive reuse will meet the applicable standards of review established by the Secretary of Interiors’ Standards for Historic Structures. Additionally, the interior rehabilitation and reconstruction would include design elements intended to substantially reduce operational energy use.

The proposed project would also facilitate use of an existing building in proximity to the Downtown and a multi-modal transit center. Locating an entertainment venue within the Central City in proximity to the Sacramento Valley Station supports infill development, adaptive re-use, and creation of a public oriented realm and an entertainment space that is accessible via various modes of transportation.

The project also proposes a new central utility plant behind the Paint Shop building on Lot 23, under the existing 5<sup>th</sup> Street viaduct. The central utility plant would be encompassed within a completely enclosed yard and used to provide utility infrastructure suitable to serve the Railyards Central Shop district. A central utility building within the yard would also be constructed. Sacramento Municipal Utility District (SMUD) transformers would be located within the yard and be accessible to SMUD for operation and maintenance.

In addition to the above, the proposed project would also include energy efficiency features intended to substantially lower energy demand from the proposed project. With the expected lessened energy demand relative to anticipated development analyzed in the 2016 RSPU SEIR,

and services attributed to the project not requiring new sources of energy, a less than significant impact would result, and no mitigation would be required.

### **Wasteful, Inefficient, or Unnecessary Consumption of Energy Resources**

The analysis of energy impacts in the 2016 RSPU SEIR considers the potential for wasteful or inefficient use of energy and concludes that development pursuant to the 2016 RSPU would be designed and operated to minimize the use of electrical, natural gas, and transportation fuel energy through compliance with the then current 2016 State Building Energy Efficient Standards (Title 24) and the utilization of green building technology and renewable energy sources. The most recent 2019 State Building Energy Efficient Standards (Title 24) is applicable to the proposed project. Additionally, the proposed project would comply with State and local regulations related to energy efficiency. For these reasons, the proposed project would not result in the wasteful or inefficient use of energy.

As stated above, the proposed project would implement design components and efficiency features that would meet the energy efficiency standards that comports with the latest state and Local regulations. For these reasons, development of the proposed project would be anticipated to not result in the wasteful, inefficient, or unnecessary consumption of energy resources. The impact for these criteria would be less than significant and no mitigation would be required.

## **Mitigation Measures**

### ***2007 DEIR, 2007 FEIR, and 2016 SEIR Mitigation Measures***

There are no mitigation measures from the 2007 DEIR, the 2007 FEIR, and the 2016 SEIR that are required.

### ***Additional 2021 Mitigation Measures***

No additional mitigation measures are proposed.

## **Conclusion**

The proposed project would have the same energy requirements as were described in the 2007 RSP EIR and subsequently analyzed in the 2016 RSPU SEIR. The proposed project promotes adaptive re-use of an existing structure in proximity to multi-modal transit station. The project site is poised for location-related energy efficiencies and would comply with the updated 2019 State Building Energy Efficient Standards (Title 24) and exceed those standards by incorporating substantial energy efficiency features. Therefore, impacts to energy infrastructure would be consistent with or lesser than those previously analyzed. Changes introduced by the proposed 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 that are substantially more severe than significant impacts previously disclosed.

No new mitigation measures would be required. In addition, there is no new information of substantial importance showing that the project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the 2016 RSPU SEIR. Further, there are no mitigation measures that were not considered in the 2016 RSPU SEIR, that would more substantially reduce the potential effects of the proposed project related to energy use. For these reasons, impacts related to energy use from the proposed project would not require the preparation of a subsequent EIR.

## 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?
<b>7. Geology and Soils.</b> 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"> <li>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?</li> <li>ii. Strong seismic ground shaking?</li> <li>iii. Seismic-related ground failure, including liquefaction and lateral spreading?</li> <li>iv. Seismically induced landslides?</li> </ul>	RSPU SEIR page 4.6-20 to 4.6-36	No	No	No	No
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	No
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	No
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	No
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	No

## Discussion

### **Relevant Changes to Project Related to Geological Resources**

Section 6.4 of the 2007 RSP EIR, Seismicity, Soils, and Geology, addressed regional geology, site geology, soil types, stratigraphy, seismic conditions, liquefaction, settlement, and lateral

spreading. The 2007 Railyards Specific Plan (2007 RSP) and the RSP EIR included analysis of the development of RSP Area for a broad range of mixed uses. These uses were anticipated to include retail, entertainment, hotel, and other uses that would capitalize on the transit opportunities and proximity to residential, office, commercial and hotel uses surrounding the RSP.

The 2016 RSPU envisioned Central Shops District within the RSP Area to provide for the adaptive re-use of the historic Central Shops buildings with historic/cultural-themed uses, such as a performing arts theater, exhibit space, public marketplace, art galleries, clubs, and other entertainment-supporting uses, as well as office and retail space.

In the 2016 Railyards Specific Plan Update, the proposed project site was rezoned to Central Business District (C-3 SPD). Within the C-3 SPD designation, the maximum street-wall height is generally 65 feet, except in areas that are adjacent to the Central Shops Historic District where the street-wall height limit is equal to the maximum height of existing buildings in the Central Shops, and along Railyards Boulevard where the street-wall maximum is 85 feet. The rehabilitation of the existing Paint Shop would involve partial roof to be raised slightly higher but would not exceed 85-feet in height.

As was anticipated in the 2016 RSPU, the proposed project would require excavation and construction on site surrounding the existing Paint Shop to establish subgrade and foundational components of the proposed uses as discussed in the project description. The project would also include rehabilitation of the historic Paint Shop.

### ***Relevant Changes to Environmental Setting***

The seismicity, soils, and geology setting are described on pages 6.4-1 through 6.4-9 of the 2007 RSP Draft EIR and on pages 4.6-1 through 4.6-10 of the 2016 RSPU SEIR. The environmental setting related to geology, soils, and seismicity has not materially changed since certification of the 2007 RSP EIR or subsequent certification of the 2016 RSPU SEIR, and the following discussion is based on the 2016 RSPU SEIR setting, updated as appropriate to reflect current conditions.

### ***Comparative Impacts Discussion***

#### **Issues Not Further Discussed in Impacts Analysis**

The 2007 RSP EIR found that the development of the Railyards Specific Plan 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 project would result in no impact regarding the exposure of people of 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. Impact 6.4-5 of the 2007 RSP



EIR found that the development of the Railyards Specific Plan would have no impact regarding the exposure of people or structures to landslides due to the level topography of the RSP area. 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. The proposed 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 proposed project site (Lots 9, 10, 19, 20, 21a, 21b, 21c, 22, 23, and portions of Lot 15), 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, seismically-induced ground shaking and liquefaction would not be a substantial hazard in the RSP area. As described above, the current geologic context of the project site is the same as was considered in the 2007 RSP EIR and subsequent 2016 RSPU SEIR. The proposed project would develop similar uses to those considered for the project site in the 2007 RSP EIR and 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 project would be anticipated to have a less than significant impact related to seismic ground shaking and no mitigation is required.

### **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, 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 project covers an area larger than one acre of ground surface; therefore, it would 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 and Erosion and Sediment Control.”<sup>9</sup> The proposed 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 as a result of the proposed project would be minimized, and the impact would be less than significant. No mitigation measures would be required.

### **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. However, as discussed in the 2016 RSPU SEIR, since certification of the 2007 RSP EIR, the California Supreme Court recently found that “agencies subject to CEQA generally are not required to analyze the impact of existing environmental conditions on a project’s future users or residents.” In *California Building Industry Association v. Bay Area Air Quality Management District* (2015) \_\_Cal.4th\_\_, 2015 WL 9166120 (Case No. S213478), the Supreme Court explained that an agency is only required to analyze the potential impact of such hazards on future residents if the project would exacerbate those existing environmental hazards or conditions. Ordinary CEQA analysis is therefore concerned with a project’s impact on the environment, rather than with the environment’s impact on a project and its users or residents.

Thus, with respect to geologic and seismic hazards, the City is not required to consider the effects of bringing a new population into an area where such hazards exist, because the project itself would not increase or otherwise affect the geologic conditions that create those risks. Although not required by CEQA, those impacts are addressed here to demonstrate how the effects of the proposed project would compare to the 2016 RSPU SEIR.

The proposed project would rehabilitate the Paint Shop; require development on the site surrounding the existing Paint Shop building for creation of public plaza, the staircase entrance to the existing viaduct, installation of a pavilion structure, a new central utility plant, landscaping,

<sup>9</sup> 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.

street improvements, temporary parking, and other site improvements. This would require cut and fill on-site to create the final topography to make the site suitable for development, especially with the pedestrian connection to the existing subterranean viaduct and the surrounding site berms along the UPRR tracks.

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 Projects Soil and Ground Water Management Plan. As required by the CBC and City Code, a geotechnical investigation would be prepared for the proposed project. These investigations are intended to 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. Therefore, impacts related to unstable soils, subsidence, or unique topographical issues would be less than significant. No mitigation would be required.

## **Mitigation Measures**

### ***2007 DEIR, 2007 FEIR, and 2016 SEIR Mitigation Measures***

There are no mitigation measures from the 2007 DEIR, the 2007 FEIR, and the 2016 SEIR that are required.

### ***Additional 2021 Mitigation Measures***

No additional mitigation measures are proposed.

## **Conclusion**

Changes introduced by the proposed project and/or new circumstances relevant to the project would not, as compared to the 2016 RSPU SEIR, 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 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, impacts relating to geology, soils, or seismicity from the proposed 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?
<b>8. Greenhouse Gas Emissions.</b> 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	No

## Discussion

### **Relevant Changes to Project Related to Greenhouse Gas Emissions**

The 2007 RSP EIR included analysis of proposed Central Shops District area within the RSP Area. Future development was anticipated to include a variety of land uses including retail and entertainment uses and other public/quasi-public uses that would capitalize on the location near CBD accessible with multi-modal transit.

The 2016 RSP Update replaced zoning designations with special planning district zoning based on existing zones that are included in the City’s Planning and Development Code, and established and analyzed assumed levels of development for the RSP area as a whole. The proposed project over Lots 9, 10, 19, 20, 21a, 21b, 21c, 22, 23, and portions of Lot 15 was rezoned to Central Business District (C-3 SPD). Additionally, the underlying modeling and development assumptions were carried through the development assumptions of the 2007 RSP for the proposed project.

The proposed project includes the adaptive re-use of historic Paint Shop for an entertainment venue supported by retail. This part of the Central Shops District would include creation of the Central Shops Plaza—a pedestrian environment with a Pavilion surrounded by public seating, landscaping, and event capability. This park-like space is bordered by the Stevens and Stanford Streets which would be closed to during normal operating hours and could be used as outdoor retail space with café tables and chairs. A central utility plant and other associated utilities, landscaping and site improvements are part of the proposed project.

The uses included in the proposed project were anticipated in the 2007 RSP EIR and 2016 RSPU SEIR, and would have a similar energy profile to those considered in those documents. The proposed project would also include design elements intended to substantially reduce operational energy use.

As identified in the 2016 RSPU EIR’s Project Description, the RSP called for all facilities in the Railyards to comply with Title 24 (California Energy Efficiency Standards). The proposed project

would comply with the most recent iteration of Title 24 standards, which increase efficiency requirements with each iteration.

The proposed project would also facilitate use of the current and future planned multiple modes of transit use as it locates an entertainment and retail adjacent to a multi-modal transit facility, within the Central City. While these uses were contemplated in the 2007 RSP EIR and 2016 RSPU SEIR, the proposed project advances the planning of such uses, providing greater definition of anticipated development, and incorporating GHG-reduction measures into project design.

### ***Relevant Changes to Environmental Setting***

The project site, which is a subset of the RSP area analyzed in the 2016 RSPU SEIR, has remained largely unchanged since the certification of the 2016 SEIR. There have been no substantial changes to the RSP Area or the project site that would result in the proposed project having new significant impacts to related to GHG emissions that were not considered in the prior environmental documents or that substantially increase the severity of a previously identified impacts. The 2016 RSPU SEIR considered the GHG reduction targets for AB 32.

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 (CO<sub>2</sub>e) to 3,424,700 MT CO<sub>2</sub>e - a reduction of over 19%. Per capita emissions have decreased over 26% demonstrating that even though the City has grown substantially since 2005, emissions have decreased at a more rapid rate.

### **Senate Bill 32 (SB 32)**

Since the certification of the 2016 RSPU SEIR, the state's targets for GHG reductions have advanced to year 2030 for interim reductions and year 2040 full reductions pursuant to SB32. Therefore, the GHG reductions targets have to be consistent with SB 32. Currently, the City is preparing an updated Climate Action Plan to meet climate targets under SB 32.

### ***Comparative Impacts Discussion***

The assessment of effects on global climate change 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 has incorporated into the Sacramento 2035 General Plan. The evaluation in the 2016 RSPU SEIR considers the proposed RSPU in comparison to the City's CAP Consistency Checklist. The CAP Checklist considers such issues as:

1. Whether the project would be consistent with the land use and urban form parameters of the 2035 General Plan;
2. Incorporation of traffic calming measures where appropriate;
3. Incorporation of pedestrian facilities and connections to public transportation consistent with the City's Pedestrian Master Plan;

4. Incorporation of bicycle facilities consistent with the City's Bicycle Master Plan;
5. Generation of at least 15% of energy demand from on-site renewable energy systems, or exceedance of the 2013 Title 24 energy efficiency standards by at least 10% for residential development and 5% for commercial development; and
6. Compliance with minimum CALGreen Tier 1 water efficiency standards.

Based on this comparison, the 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.

As analyzed in the 2016 RSPU SEIR, the Railyards was previously planned to be used for transit-supporting, office, commercial, retail and entertainment type public uses. The proposed project would generate similar GHG emissions to those anticipated for the site in the 2016 RSPU SEIR. In addition to the above, the proposed project would also include energy efficiency features intended to substantially lower energy demand from the proposed project.

### **Consistency with Climate Action Plan Policies**

The City's CAP policies include separate methods for evaluating CAP consistency for public and private development projects. The following discussion addresses the public and private components of the proposed project separately to determine project consistency with the City's CAP policies.

### **Proposed Uses (Plaza)**

The proposed project would develop retail and entertainment uses within the project site. To determine consistency of the proposed project with the City's CAP policies, as included in the Sacramento 2035 General Plan, the City must continue to evaluate the proposed project with the Internal Operations Climate Action Plan (IO CAP).

In March 2015, the City of Sacramento adopted the 2035 General Plan Update, which included Policy ER 6.1.6 calling for the maintenance and implementation of the City's Internal Operations Climate Action Plan (IO CAP). The IO CAP is a component of the General Plan that was evaluated with the certified Master Environmental Impact Report for the 2035 General Plan Update (Resolution No. 2015-0060).

In June 2016, the City of Sacramento adopted the 2016 IO CAP. The 2016 IO CAP assesses the City's progress toward meeting the internal operation GHG reduction target of 22 percent below 2005 levels by 2020, as well as the City's long-term objective of achieving GHG reductions of 83 percent below 2005 levels by 2050, both goals being identified as consistent with the statewide GHG reduction goals, identified above. The 2016 IO CAP identifies a total of 11 action strategies in four of the City's major sections, of which action strategies relevant to the proposed project are outlined below along with the conformance of the proposed project to those strategies.

- **BE-2: Green Building Policy for New City Buildings.** In accordance with the City's 2035 General Plan Land Use Policy LU 8.1.5, new or renovated City-owned buildings are energy

efficient and meet, as appropriate, Leadership in Energy and Environmental Design (LEED) Silver or equivalent standards.

The RSP Area has been developed based on the sustainability framework for the Living Community Challenge (LCC). The proposed Bus Mobility Center is in 30% design under the Living Building Challenge (LBC). The public uses included in the proposed project would include energy-efficient features and design elements which would be designed to meet standards that exceed LEED Silver standards. For example, the proposed Bus Mobility Center would include a sizeable photovoltaic array above the structural canopy that would provide substantial onsite generation.

- **BE-3: Energy Efficiency Retrofits Program for Existing Facilities.** The City’s Energy Efficiency Retrofits program directs City staff to identify cost-effective improvements to existing facilities in heating/cooling, lighting, pumping systems and other facility components.

The proposed project would include the incorporation of energy-efficient design features into renovated or expanded areas around the Paint Shop and the adjoining Central Shops Plaza. **WT-2: Low-Maintenance Landscaping.** City departments are continuing to explore ways to incorporate sustainable or low-maintenance landscaping to reduce the demand for water used to irrigate City landscapes. These landscapes include City-maintained trees, lawns, and ornamental turf around City buildings and streetscapes. Streetscapes include vegetation and landscaping along street medians, sidewalks, and other thoroughfare features. This measure does not include landscaping at parks, which is included separately under WT-3.

The proposed project would include sustainable low-maintenance landscaping in the proposed Central Shops Plaza, landscaping, and open space areas. The proposed landscape plans show the selection of sustainable low-maintenance landscaping.

- **SS-1: Streetlight LED Program.** The City of Sacramento began a pilot project in 2010 to convert existing metal halide and other traditional incandescent streetlights to light-emitting diode (LED) technology.
- **SS-2: Traffic Signal LED Program.** Since 1996, the City has actively worked to replace the majority of incandescent traffic signal fixtures with LED fixtures.

Private Streets within the proposed project would all be LED fixtures and would meet the criteria of SS-1 and SS-2, above.

As the project is consistent with the relevant GHG reduction measures provided above, the proposed project would be considered consistent with the City’s 2016 IO CAP and therefore would not result in significant GHG emissions or climate change impacts.

### **Private Use (Retail and Entertainment Venue)**

Since completion of the 2016 RSPU SEIR the City’s analysis of GHG emissions for private projects has evolved, as segments of the City’s CAP consistency checklist are no longer relevant,



as reduction targets would be met through compliance with 2019 Title 24 design requirements. Thus, the City's analysis focuses on whether private development projects are consistent with the City's CAP policies, which have been incorporated into the Sacramento 2035 General Plan. The City's CAP policies include several initiatives to reach its goals of reducing community-wide emissions by 15 percent below 2005 levels by 2020, 38 percent below 2005 levels by 2030, and 83 percent below 2005 levels by 2050.

Appendix B of the General Plan is entitled, "Climate Action Plan Policies and Programs." Most of the listed items are "supporting," which, in this context, means that the implementation of these policies or programs would *support* the City's overall efforts to reduce local sources of GHG emissions. Policies that are relevant to the proposed project are presented and discussed below.

**Policy LU 1.1.5: Infill Development.** The City shall promote and provide incentives (e.g., focused infill planning, zoning/rezoning, revised regulations, provision of infrastructure) for infill development, reuse, and growth in existing urbanized areas to enhance community character, optimize City investments in infrastructure and community facilities, support increased transit use, promote pedestrian- and bicycle-friendly neighborhoods, increase housing diversity, ensure integrity of historic districts, and enhance retail viability.

The proposed project is consistent with Policy LU 1.1.5 because the project would be an infill development within the Central City, intended to promote and facilitate transit ridership.

**Policy LU 2.3.1: Open Space System.** The City shall strive to create a comprehensive and integrated system of parks, open space, and urban forests that frames and complements the city's urbanized areas.

The proposed project would comply with Policy LU 2.3.1 through the development of interconnected open-space areas accessible from multiple sides of the project site.

**LU 2.4.1: Unique Sense of Place.** The City shall promote quality site, architectural and landscape design that incorporates those qualities and characteristics that make Sacramento desirable and memorable including walkable blocks, distinctive parks and open spaces, tree-lined streets, and varied architectural styles.

The proposed adaptive re-use of the Paint Shop building and associated development would rehabilitate a historic building in a distinct location within the Railyards and to the Central City affirming the intent of Policy LU 2.4.1 to establish a unique sense of place.

**Policy LU 2.5.1: Connected Neighborhoods, Corridors, and Centers.** The City shall require that new development, both infill and greenfield, maximizes connections and minimizes barriers between neighborhoods, corridors, and centers within the City.

The Central Shops Plaza would be designed to be a pedestrian environment with thriving retail, open spaces, and event capability with the staircase (on Lot 21c) coming off of the 5th Street Viaduct serving as the primary eastern gateway to the Central Shops District. Open space programming such as flex lawns, gardens, and seating would be arranged along Stanford Street

and Stevens Street, while gateway elements and artwork would help to welcome visitors and define the district character.

The proposed project would increase access to the site and expand the existing urban public realm in Sacramento. The project would provide connectivity to the Railyards Specific Plan area, Central Business District, and Old Town Sacramento. For this reason, the proposed project would be consistent with the intent of Policy LU 2.5.1, and would support the City's goal of connected neighborhoods, corridors, and centers within the City.

**Policy LU 2.6.1: Sustainable Development Patterns.** The City shall promote compact development patterns, mixed use, and higher-development intensities that use land efficiently; reduce pollution and automobile dependence and the expenditure of energy and other resources; and facilitate walking, bicycling, and transit use.

The proposed project would extend the development of the Central Business District into the Railyards by development of publicly accessible uses—retail and entertainment north of the Sacramento Valley Station. The land efficiency, access to transit and central location of the project would be consistent with the intent of Policy LU 2.6.1, to reduce pollution and automobile dependence and facilitate active transportation.

**Policy LU 2.6.3: Revitalization Strategies.** The City shall employ a range of strategies to promote revitalization of distressed, underutilized, and/or transitioning areas, including:

- Targeted public investments.
- Development incentives.
- Public-private partnerships.
- Revised development regulations and entitlement procedures.
- Implementation of City-sponsored studies and master plans.

The proposed project would develop a portion of the RSP Area, which has been underutilized as an expansion area for the Central City, with urbanized uses consistent with the development proposed in the RSP and the RSPU.

**Policy LU 2.6.6: Efficiency Through Density.** The City shall support an overall increase in average residential densities throughout the city consistent with the adopted General Plan Land Use & Urban Form Diagram, as new housing types shift from lower-density, large lot developments to higher-density, small lot, and multifamily developments as a means to increase energy efficiency, conserve water, and reduce waste.

The proposed project would develop urban uses within the Central City. The project would be consistent with the General Plan land use designation for the site and would be consistent with Policy LU 2.6.6.

**Policy LU 2.6.7: Green Building Retrofit.** The City shall promote the retrofitting of existing structures with green building technologies/practices and encourage structures being renovated to be built to a higher green building standard such as CalGreen Tier 1 or Tier 2 or Leadership in Energy and Environmental Design.

The proposed project would include improvements to the historic Paint Shop and the Central Shops Plaza, which would include the incorporation of energy efficiency features, as are called for in Policy LU 2.6.7.

**Policy LU 2.6.8: Heat Island Effect.** The City shall reduce the “heat island effect” by promoting and requiring, where appropriate, such features as reflective roofing, green roofs, light-colored pavement, and urban shade trees and by reducing the unshaded extent of parking lots.

The proposed project would advance the intent of RSP for mixed use development that would include numerous shade trees and light-colored pavement, intended to provide shade across the majority of paved areas within the project site. The proposed project includes creation of a Central Shops Plaza—a landscaped open space environment for public uses adjoining the rehabilitated Paint Shop. For these reasons, the project would be in compliance with Policy LU 2.6.8.

**Policy LU 4.1.6: Connecting Key Destinations.** The City shall promote better connections by all travel modes between residential neighborhoods and key commercial, cultural, recreational, and other community-supportive destinations for all travel modes.

The proposed project would develop a mixed-use retail and entertainment venue accessible from the adjoining multi-modal transit facility, which would provide for pedestrian and bicycle access to areas throughout the project site. The project would promote better connections by all travel modes as is called for in Policy LU 4.1.6.

**Policy LU 5.6.2: Family-Friendly Downtown.** The City shall promote the CBD as a family-friendly area by requiring the development of a variety of housing types, daycare and school facilities, family-oriented services, and parks, plazas, and open spaces that will safely and comfortably accommodate those who wish to raise a family.

The proposed project would comply with Policy LU 5.6.2 by providing plaza and open spaces throughout the project site.

**Policy LU 5.6.3: Mixed-Use Downtown Development.** The City shall support a mixed-use, vibrant CBD by encouraging innovative mixed-use development resulting in development consistent with Sacramento’s commitment to environmental sustainability.

The proposed project would comply with Policy LU 5.6.3 by developing a mix of uses that incorporate energy efficiency measures, promote transit ridership and pedestrian and bicycle travel, and increase development density within the Central City.

**Policy LU 9.1.3: Connected Open Space Systems.** The City shall ensure that new development does not create barriers to the connections among the various parts of the city’s parks and open space systems.

The proposed project would develop the Central Shops Plaza—a landscaped open space environment for public uses adjoining the rehabilitated Paint Shop. This mixed-use retail and entertainment venue would be accessible from the adjoining multi-modal transit facility, which

would provide for pedestrian and bicycle access to areas throughout the project site. At the foot of this park-like space, Stevens Street intersects an additional gated shared use lane which, like Stanford Street, would be closed to vehicular traffic during normal operating hours.

This increase in publicly accessible open spaces, around existing and rehabilitated Paint Shop would provide connectivity to adjacent key destinations, including the Sacramento River, Old Town Sacramento, the Railyards, and the Central Business District, which would be consistent with Policy LU 9.1.3.

**Policy HCR 2.1.11: Compatibility with Historic Context.** The City shall review proposed new development, alterations, and rehabilitation/remodels for compatibility with the surrounding historic context. The City shall pay special attention to the scale, massing, and relationship of proposed new development to surrounding historic resources.

The proposed project would develop existing historic structure; the Paint Shop that would be compatible with the height considerations of adjacency to the historic station and the Central Shops. These design considerations are intended to maintain compatibility with the historic context of those structures, which would be consistent with Policy HCR 2.1.11.

**Policy HCR 2.1.14: Adaptive Reuse.** The City shall encourage adaptive reuse of historic resources when the original use of the resource is no longer feasible.

The proposed project would include adaptive reuse of the historic Paint Shop for use as an entertainment venue with supporting retail vendor in a publicly accessible plaza setting. The existing Paint Shop is not in use. This would be consistent with Policy HCR 2.1.14.

**Policy M 2.1.4: Cohesive and Continuous Network.** The City shall develop a pedestrian network of public sidewalks, street crossings, and other pedestrian paths that makes walking a convenient and safe way to travel citywide. The network should include a dense pattern of routes in pedestrian-oriented areas such as the Central City and include wayfinding where appropriate.

**Policy M 2.1.1: Pedestrian Master Plan.** The City shall maintain and implement a Pedestrian Master Plan that carries out the goals and policies of the General Plan. All new development shall be consistent with the applicable provisions of the Pedestrian Master Plan.

The proposed project would construct connections to existing public sidewalks, street crossing, and other pedestrian paths, including a stairway connection to the 5th Street Viaduct. The proposed project would also provide pedestrian connectivity to the Railyards and Old Town Sacramento, consistent with the intent of Policies M 2.1.4 and M 2.1.1.

**Policy M 3.1.1: Transit for All.** The City shall support a well-designed transit system that provides accessibility and mobility for all Sacramento residents, workers, and visitors. The City shall enhance bicycle and pedestrian access to stations.

**Policy M 3.1.14: Direct Access to Stations.** The City shall ensure that development projects located in the Central City and within ½ mile walking distance of existing and

planned light rail stations provide direct pedestrian and bicycle access to the station area, to the extent feasible.

**Policy M 3.2.2: Sacramento Intermodal Transportation Facility.** The City shall support the development of the Sacramento Intermodal Transportation Facility.

**Policy M 3.2.4: Capitol Corridor.** The City shall support Capitol Corridor and other regional rail service to downtown Sacramento.

The proposed project includes the adaptive re-use of historic Paint Shop for an entertainment venue supported by retail. This part of the Central Shops District would include creation of the Central Shops Plaza—a pedestrian environment with a Pavilion surrounded by public seating, landscaping, and event capability. The staircase coming off of the 5th Street Viaduct would provide access to the Sacramento Valley Station. For these reasons the proposed project would be anticipated to be in compliance with Policies M 3.1.1, M 3.1.14, M 3.2.2, and M 3.2.4.

**Policy M 5.1.3: Continuous Bikeway Network.** The City shall provide a continuous bikeway network consisting of bike-friendly facilities connecting residential neighborhoods with key destinations and activity centers (e.g., transit facilities, shopping areas, education institutions, employment centers).

**Policy M 5.1.8: Connections Between New Development and Bikeways.** The City shall ensure that new commercial and residential development projects construct bikeway facilities identified in the Bicycle Master Plan that have a direct nexus with the project.

**Policy M 5.1.12: Bicycle Parking at Transit Facilities.** The City shall coordinate with transit operators to provide for secure short- and long-term bicycle parking at all light rail stations, bus rapid transit stations, and major bus transfer stations.

The proposed project would construct connections to existing bicycle routes and provide for bicycle pathways throughout the project site. The project would construct components of the City's Bicycle Master Plan that run through the project site. The project would also provide for bicycle storage at multiple locations throughout the project site. These project components would be consistent with Policies M 5.1.3, M 5.1.8, and M 5.1.12.

**Policy U 6.1.6: Renewable Energy.** The City shall encourage the installation and construction of renewable energy systems and facilities such as wind, solar, hydropower, geothermal, and biomass facilities.

**Policy ER 3.1.6: Urban Heat Island Effects.** The City shall continue to promote planting shade trees with substantial canopies, and require, where feasible, site design that uses trees to shade rooftops, parking facilities, streets, and other facilities to minimize heat island effects.

**Policy ER 6.1.5: Community Greenhouse Gas Reductions.** The City shall reduce community GHG emissions by 15 percent below 2005 baseline levels by 2020, and strive to reduce community emissions by 49% percent and 83% percent by 2035 and 2050, respectively.

**Policy ER 6.1.6: Municipal Greenhouse Gas Reductions.** The City shall maintain and implement its Phase 1 Climate Action Plan to reduce municipal GHG emissions by 22 percent below 2005 baseline level by 2020, and strive to reduce municipal emissions by 49 percent and 83 percent by 2035 and 2050, respectively.

**Policy ER 6.1.7: Greenhouse Gas Reduction in New Development.** The City shall reduce greenhouse gas emissions from new development by discouraging auto-dependent sprawl and dependence on the private automobile; promoting water conservation and recycling; promoting development that is compact, mixed use, pedestrian friendly, and transit oriented; promoting energy-efficient building design and site planning; improving the jobs/housing ratio in each community; and other methods of reducing emissions.

The proposed project would incorporate sustainable design features throughout the project, including significant use of vegetated open space, energy efficiency measures. For these reasons the proposed project would be consistent with Policies U 6.1.6, ER 3.1.6, ER 6.1.5, ER 6.1.6, and ER 6.1.7.

In summary, the proposed project would be consistent with each of the City's relevant CAP policies, all of which support the reduction of GHG emissions. The 2035 General Plan Master EIR evaluated greenhouse gas emissions related to development anticipated in the City based on land use designations and anticipated citywide growth. Because the proposed project would not change the General Plan land use designation for the project site, the greenhouse gas emissions for the proposed project would be consistent with the General Plan and CAP policies therein. In addition, the proposed project would be constructed in an area with access to 5<sup>th</sup> Street providing pedestrian access and public transportation and would not conflict with the City's Pedestrian Master Plan and Bicycle Master Plan.

The proposed project would be designed in compliance with the 2019 Title 24 Building Energy Efficiency Standards. Since development under the General Plan, including development of the project site, has been analyzed in the 2035 General Plan Master EIR and greenhouse gas emissions have already been considered, the proposed project would not conflict with the implementation of the City's CAP policies. Therefore, the proposed project would have a less-than-significant impact related to GHG emissions and no mitigation is required.

## **Mitigation Measures**

### ***2007 DEIR, 2007 FEIR, and 2016 SEIR Mitigation Measures***

There are no mitigation measures from the 2007 DEIR, the 2007 FEIR, and the 2016 SEIR that are required.

### ***Additional 2021 Mitigation Measures***

No additional mitigation measures are proposed.

## **Conclusion**

Changes introduced by the proposed project and/or new circumstances relevant to the project would not, as compared to the project analyzed in the 2016 RSPU SEIR, 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 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, impacts from the proposed project that would contribute to global climate change 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?
<b>9. Hazards and Hazardous Materials.</b> Would the project:					
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	RSP DEIR page 6.5-34 to 6.5-36  SRSPU DSEIR 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?	RSP DEIR page 6.5-25 to 6.6-33  SRSPU DSEIR page 4.8-47 to 4.8-53	No	No	No	Yes 2007 RSP EIR MM 6.5-1
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	RSP DEIR page 6.5-19	No	No	No	No
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?	RSP DEIR page 6.5-25 to 6.5-26  SRSPU DSEIR page 4.8-3	No	No	No	No
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	No
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	No
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	n/a	No	No	No	No
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	No



## Discussion

### ***Relevant Changes to Project Related to Hazards and Hazardous Materials***

The proposed project would result in adaptive re-use of the existing historic Paint Shop building for a change of use to an entertainment venue. The proposed project encompasses approximately 6.2 acres over Lots 9, 10, 19, 20, 21a, 21b, 21c, 22, 23, and portions of Lot 15.

The proposed land uses are similar to the retail and entertainment development discussed in the 2007 Railyard Specific Plan EIR and subsequent 2016 RSPU SEIR. The 2016 RSPU envisioned Central Shops District to provide for the adaptive reuse of the historic Central Shops buildings with historic/cultural-themed uses, such as a performing arts theater, exhibit space, public marketplace, art galleries, clubs, and other entertainment-supporting uses, as well as office and retail space.

The proposed project includes the adaptive re-use of historic Paint Shop for an entertainment venue supported by retail. The Paint Shop a registered historic building would have a change of use function from a former railyards paint shop facility to a mixed-use public entertainment venue, which would also include raising a portion of the roof to accommodate required clearances in the interior, a loading dock, a central utility plant building, and associated site upgrades including a new gated, shared use land to the east and a central utility plant on Lot 23. Interior improvements would be made to support the entertainment venue and associated facilities. The project would also include speculative tenant spaces for future office, retail, and food users.

This part of the Central Shops District would include creation of the Central Shops Plaza—a pedestrian environment with a Pavilion surrounded by public seating, landscaping, and event capability. This park-like space is bordered by the Stevens and Stanford Streets which would be closed to during normal operating hours and could be used as outdoor retail space with café tables and chairs, bridging the staircase and the Paint Shop. The staircase coming off of the 5th Street Viaduct would serve as the primary eastern pedestrian access to the space. A central utility plant and other associated utilities, landscaping and site improvements are part of the proposed project.

The proposed project would continue with the retail and entertainment land uses as considered in the prior 2007 RSP EIR and the 2016 RSPU SEIR. The proposed project does not include new project components or alterations to 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, which is a subset of the RSP Area analyzed in the 2016 RSPU SEIR, has remained largely undeveloped since the certification of the 2007 EIR and 2016 RSPU SEIR. Numerous physical changes have occurred on the project site between 2007 and 2016, including the track relocation and relocation of select City utility infrastructure. Additionally, soil remediation in the Central Shops area has been completed and certified by the Department of Toxic Substances Control. Remaining soils subject to future excavations meet the railyards approved soil cleanup goals for the Central Shops area. , There have been no substantial changes

to the project site that would result in the proposed project having new significant impacts to hazards and hazardous materials that were not considered in the prior environmental documents or that substantially would increase the severity of a previously identified impact.

### ***Comparative Impacts Discussion***

#### **Accidental Release of Hazardous Substances**

The 2007 EIR and 2016 RSPU SEIR noted that the existing Paint Shop building and surrounding site would be developed with historic/cultural-themed uses, such as a performing arts theater, exhibit space, public marketplace, art galleries, clubs, and other entertainment-supporting uses, as well as office and retail space.

The proposed project could result in limited increased handling of hazardous materials, but would not be expected to create hazardous conditions demonstrably different from the existing conditions. As such, development within the project site continues to be subject to the 2016 RSPU SEIR mitigation measures, listed below, to promote proper handling of hazardous materials. In addition to the 2016 RSPU SEIR mitigation measures listed below, the use and transportation of hazardous materials are subject to stringent local, state, and federal regulations, the intent of which is to minimize the public's risk of exposure.

Therefore, with implementation of proposed requirements and regulations, the risk that the proposed 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.

#### **Contaminated Soil or Groundwater**

Impact 6.5-1 on page 6.5-25 of the 2007 RSP EIR found that the 2007 RSP would occur on property that is known to contain contaminated soil which could present a hazard to construction workers if not properly managed. Soil contaminants of concern include metals, hydrocarbons, VOCs, and SVOCs. The 2007 RSP EIR found this impact to be potentially significant and recommended Mitigation Measure 6.5-1 be implemented for all construction activities to ensure that construction workers are protected from unacceptable exposure to residual levels of hazardous substances during site development. Since the 2007 RSP EIR, accessible soil surrounding the project area have been remediated to levels supporting construction worker standards and have been certified by DTSC as having met Central Shops Remedial Goals standards that are protective of construction workers, among other protections.

Based on a review of Geotracker<sup>10</sup> and Envirostor,<sup>11</sup> conducted on October 2, 2020, there are three active sites and one inactive site on the Sac Valley site, but none of these are located on the proposed project site on Lots 9, 10, 19, 20, 21a, 21b, 21c, 22, 23, and portions of Lot 15. The three open sites are UP Sac Sand Piles, UP Sac Sacramento Station, and UP Downtown Sac Site Wide. The potential contaminant of concern at the Sand Piles site is lead. However, remedial action has occurred at the site and in 1990 the cleanup goal of 950 mg of lead/kg of soil was met. The potential contaminants of concern at the project site are contaminated soil, halogenated organic compounds, lead, and unspecific oil containing waste as it is part of the workshop area where the Railyard engines and motor cars were serviced and painted. Several remedial actions have occurred at the site. The potential contaminants of concern at the Downtown Sac Site Wide site are asbestos, petroleum, polynuclear aromatic hydrocarbons, semi-volatile organics, and volatile organics. The Remedial Design and Implementation Plan for this site is currently being developed and implemented in phases.

Exposure to substances that adsorb in the soil, such as heavy metals and semi-volatile organic compounds, could occur through inhalation or ingestion of affected soils. Exposure to more mobile chemicals, such as VOCs could result from inhalation of gases or skin contact. Exposure to hydrocarbons could result by any of the above-mentioned exposure routes. Unmitigated releases of hazardous substances in excess of risk-based standards could result in adverse short-term or long-term human health or environmental effects. Therefore, the impact would be similar to that of the 2007 RSP EIR and subsequent documents, but the severity is substantially reduced because extensive remediation has occurred since 2007, reducing the potential risk of exposure, and soil cleanup completion and certification has been accomplished. The 2016 RSPU SEIR Mitigation Measures listed below would further minimize risk of exposure to previously unidentified soil contamination.

Accordingly, changes introduced by the proposed project and/or new circumstances relevant to the project would not, as compared to the 2007 EIR and 2016 SEIR, result in new significant impacts relating to hazardous materials or significant impacts that are substantially more severe than significant impacts previously disclosed. No new mitigation measures would be required.

## **Emergency Response and Evacuation**

Emergency response and evacuation was not evaluated in the 2007 EIR and 2016 SEIR. However, development of the proposed project is within the RSP Area planned for mixed residential/commercial, retail and entertainment, and transportation development. The proposed project would not be anticipated to impair the implementation of, or physically interfere with, an emergency response plan or emergency evacuation plan.

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<sup>10</sup> California State Water Resources Control Board, 2020. Geotracker Database. Sacramento, CA. Available: <https://geotracker.waterboards.ca.gov/map>. Accessed October 2, 2020

<sup>11</sup> U.S. Department of Toxic Substances Control, 2020. Envirostor Database. California Department of Toxic Substances Control. DTSC's Hazardous Waste and Substances Site List – Site Cleanup (Cortese List). Available: <https://www.envirostor.dtsc.ca.gov>. Accessed October 2, 2020.

The proposed project includes development capacity, similar to anticipated development analyzed in the 2007 RSP EIR and subsequent 2016 RSPU SEIR. Development would not require substantial road closures or other elements that may impair the implementation of, or physically interfere with, an emergency response plan or emergency evacuation plan. An event transportation management plan may be implemented during events at the Paint Shop to provide patron wayfinding and ensure emergency access.

Operation of the proposed project for large events at the rehabilitated Paint Shop would require event management; including Transportation Management Plan (TMP), prepared in coordination with the event operation, the City of Sacramento, and other agencies responsible for its implementation. Sacramento PD, in collaboration with the Paint Shop events operator, would be contractually obligated to assist with traffic enforcement before, during, and after events, and would assist with a variety of vehicular, transit, and pedestrian traffic controls. These traffic control strategies would therefore provide additional security on several streets near the Paint Shop on event days. This project impact would be less than significant.

## **Mitigation Measures**

### ***2007 DEIR and 2007 FEIR Mitigation Measures***

There are no mitigation measures from the 2007 DEIR and the 2007 FEIR that are required.

### ***2016 Subsequent EIR Mitigation Measures***

#### **Mitigation Measure 4.8-1**

If unidentified or suspected contaminated soil or groundwater, evidenced by stained soil, noxious odors, or other factors, is encountered during site preparation or construction activities, work shall stop in the area of potential contamination, and the type and extent of contamination shall be identified by a qualified professional. The qualified professional shall prepare a report that includes, but is not limited to, activities performed for the assessment, summary of anticipated contaminants and contaminant concentrations, and recommendations for appropriate handling and disposal. Site preparation or construction activities shall not recommence within the contaminated areas until remediation is complete and a “no further action” letter is obtained from the appropriate regulatory agency.

#### **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 2021 Mitigation Measures***

No additional mitigation measures are required.

### **Conclusion**

Changes introduced by the proposed project and/or new circumstances relevant to the proposed project would not, as compared to the 2007 RSP EIR and 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 2007 RSP EIR or 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 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 2007 RSP EIR or 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.

## 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?
<b>10. Hydrology and Water Quality.</b> Would the Project:					
a. Violate any water quality standards or waste discharge requirements?	RSP DEIR page 6.6-21 to 6.6-22  SRSPU SEIR page 4.9-22 to 4.9-26	No	No	No	No 2007 RSP EIR MM 6.6-2
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)?	RSP DEIR page 6.6-22 to 6.6-23  SRSPU DSEIR page 4.9-33 to 4.9-34	No	No	No	No
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?	RSP DEIR page 6.6-21 to 6.6-22  SRSPU DSEIR page 4.9-29 to 4.9-32	No	No	No	No
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?	RSP DEIR page 6.6-21 to 6.6-22  SRSPU DSEIR page 4.9-29 to 4.9-32	No	No	No	No
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?	RSP DEIR page 6.6-22 to 6.6-23  SRSPU DSEIR page 4.9-26 to 4.9-29	No	No	No	No
f. Otherwise substantially degrade water quality?	RSP DEIR page 6.6-22 to 6.6-23  SRSPU DSEIR page 4.9-22 to 4.9-26	No	No	No	No
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?	SRSPU DSEIR page 4.9-29 to 4.9-32	No	No	No	No
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	SRSPU DSEIR page 4.9-29 to 4.9-32	No	No	No	No

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?	SRSPU DSEIR page 4.9-29 to 4.9-32	No	No	No	No
j.	Inundation by seiche, tsunami, or mudflow?	SRSPU DSEIR page 4.9-1	No	No	No	No

## Discussion

### ***Relevant Changes to Project Related to Hydrology and Water Quality***

The 2007 RSP EIR includes construction-related degradation of water quality, operation-related degradation of water quality, polluted runoff that could violate water quality standards, interference with groundwater recharge, increased flooding risk, and the effects of using a cistern to capture and meter stormwater flows. The proposed cistern was no longer an option; instead, the RSPU proposed to construct a stormwater outfall into the Sacramento River, which was not planned and discussed in 2007 RSP EIR. The stormwater outfall into the Sacramento River has been constructed since the 2007 RSP EIR.

Water supply infrastructure for the project site would be provided by the existing and planned infrastructure, designed to serve the RSP area. The 2007 RSP called for the creation of a new water distribution system for the entire RSP area. The RSP called for construction of a new 42-inch water main in Bercut Drive, connecting the RSP Area to the City water treatment plant immediately north of the RSP Area.

As with the 2007 RSP, the 2016 RSPU would have a water distribution system that largely follows the street system throughout the entire RSP Area, with a primary connection to the City’s water treatment plant via a 42-inch transmission main under Bercut Drive. This main connects under the UPRR tracks to I Street, where it ties into the existing 18-inch water line under 7<sup>th</sup> Street. Figure 2-17, in the RSPU SEIR provides a map of the water supply backbone that is being developed to provide water to the RSP Area. Key material changes from the 2007 RSP to the RSPU water systems were that under the RSPU there would not be a water line crossing the UPRR tracks on the 6<sup>th</sup> Street bridge; north-south connections across the UPRR tracks would be limited to 5<sup>th</sup> Street and the existing line in 7<sup>th</sup> Street.

### ***Relevant Changes to Environmental Setting***

The project site, which is a subset of the RSP area analyzed in the 2007 RSP EIR, has remained largely undeveloped since the certification of the 2007 RSP EIR and 2016 RSPU SEIR. There have been no substantial changes to the RSP Area or the project site that would result in the proposed project having new significant impacts to hydrology and water quality that were not considered in the prior environmental documents or that substantially increase the severity of a previously identified impacts.

## **Comparative Impacts Discussion**

### **Risk of Flooding**

As indicated in the 2007 RSP EIR, the majority of the RSP area is identified on the FEMA FIRM map as outside of the 100-year floodplain. The 2007 RSP EIR analyzed the use of a cistern to prevent on-or-off-site stormwater runoff. However, the 2016 RSPU SEIR analyzed conveyance of stormwater drainage from the RSP Area and abandonment of the cistern concept. As such, with the use of the stormwater outfall, no new significant impacts related to risk of floods would occur. The proposed project is similar to the development capacity analyzed in the 2016 RSPU SEIR. The stormwater drainage from the proposed project would be conveyed via systemically sized stormwater network to the existing City outfall. Thus, no new or substantially more severe impact would occur than analyzed by the 2007 Railyard Specific Plan EIR and subsequent 2016 RSPU SEIR.

### **Water Quality**

The 2007 RSP EIR and subsequent documents 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. Similar to the 2007 RSP EIR, construction of the proposed project would result in land-disturbing activities such as grading, excavation, and trenching for utility and infrastructure installation.

Additionally, the proposed project would develop a plaza with pavers, landscaping, and other public amenities. Unlike the use of impermeable surfaces anticipated for development analyzed in the 2007 RSP EIR, the proposed project would use permeable surfaces to the extent possible. As with the 2007 RSP EIR and 2016 RSPU SEIR, the proposed project would adhere to applicable regulations and standards that would reduce water quality impacts to less than significant.

### **Groundwater**

Analysis of the potential impacts to groundwater in the 2007 RSP EIR and 2016 RSPU SEIR concluded that the project would not withdraw groundwater for water supply or interfere with recharge of the groundwater basin. Development would be required to implement BMPs to prevent impacts to groundwater quality and to comply with dewatering regulations. Ground-disturbing 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 project would be the same as those processes anticipated and analyzed in the 2007 and 2016 EIRs, as similar uses were anticipated for the project site. Similar to the discussion above, the proposed project would implement BMPs to prevent impacts to groundwater quality and comply with the dewatering regulations. Accordingly, this impact would be less than significant. As such, changes introduced by the proposed project and/or new circumstances relevant to the project would not, as compared to the 2007 RSP EIR and 2016 RSPU SEIR, result in new significant impacts relating to groundwater supplies or significant impacts that are substantially more severe than impacts previously disclosed.



## **Mitigation Measures**

### **2007 DEIR Mitigation Measures**

#### **Mitigation Measure 6.6-2**

The proposed Specific Plan shall limit discharges to the Sacramento River from the cistern that do not meet the water quality standards set by the City and the CVRWQCB. If the cistern cannot meet the required water quality standards, then the proposed Specific Plan shall incorporate BMPs using the best available technology as provided in the *Stormwater Quality Design Manual for the Sacramento and South Placer Regions (Manual)* (May 2007) to reduce urban pollutant discharges to the Sacramento River.

### **2007 FEIR and 2016 SEIR Mitigation Measures**

There are no mitigation measures from the 2007 FEIR and the 2016 SEIR that are required.

### **Additional 2021 Mitigation Measures**

No additional mitigation measures are proposed.

## **Conclusion**

Changes introduced by the proposed project and/or new circumstances relevant to the project would not, as compared to the 2007 RSP EIR and 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 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.

## 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?
<b>13. Noise.</b> 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?	RSP EIR page 6.8-15 to 6.8-22 and RSPU SEIR page 4.10-21 to 4.10-65	No	No	No	Yes 2016 RSPU SEIR MM 4.10-1, 4.10-2, & 4.10-3
b. Generation of excessive groundborne vibration or groundborne noise levels?	RSP EIR page 6.8-22 to 6.8-29 and 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?	RSP EIR page 6.8-1	No	No	No	Yes

## Discussion

In addition to noise analysis from the prior 2007 RSP EIR and the 2016 RSPU SEIR, this section incorporates the project related Acoustic Code Analysis prepared by Salter Inc. dated February 23, 2021. This report examines the expected noise levels from music at the proposed entertainment venue at the Paint Shop on the surrounding residential properties as well as the potential impact of nearby noise sources coming into the proposed venue.

### ***Relevant Changes to Project Related to Noise***

The 2007 RSP EIR and 2016 RSPU SEIR evaluated potential noise and vibration impacts resulting from development of the RSP Area. Noise and vibration impacts evaluated in the previous EIRs were based on the development of entire RSP Area, of which the proposed project is a subset (Lots 9, 10, 19, 20, 21a, 21b, 21c, 22, 23, and portions of Lot 15). The 2007 EIR included analysis of proposed mixed-use retail and entertainment uses within the RSP Area; with the entire RSP allowing for a broad range of transportation-related and transit supportive services, retail, office, hotel, entertainment, and residential uses.

The 2016 RSPU SEIR replaced zoning designations with special planning district zoning based on existing zones that are included in the City's Planning and Development Code and established and analyzed assumed levels of development for the RSP area as a whole. Lots 9, 10, 19, 20, 21a, 21b, 21c, 22, 23, and portions of Lot 15. The project site, including all the aforementioned lots were rezoned to Central Business District (C-3 SPD).

Development of the proposed project site was assumed in the 2007 RSP and the 2016 RSPU and the impacts from this development were included in the analysis contained in the respective EIRs. The 2016 RSPU SEIR assumed similar level of development of those lots as was anticipated in the 2007 RSP EIR. Therefore, there are no changes in the proposed project as compared to the 2007 EIR and the 2016 SEIR that would increase the potential for noise and vibration.

The proposed project further refines the planned buildout of the RSP Area with the adaptive re-use of historic Paint Shop for an entertainment venue supported by retail. This part of the Central Shops District would include creation of the Central Shops Plaza—a pedestrian environment with a Pavilion surrounded by public seating, landscaping, and event capability. This park-like space is bordered by the Stevens and Stanford Streets which would be closed to during normal operating hours and could be used as outdoor retail space with café tables and chairs, bridging the staircase access from the 5<sup>th</sup> Street Viaduct and the Paint Shop. The staircase coming off of the 5th Street Viaduct would serve as the primary eastern pedestrian access to the space. A central utility plant and other associated utilities, landscaping and site improvements are part of the proposed project.

### ***Relevant Changes to Environmental Setting***

The proposed project site primarily consists of developed, urban land with structures, vacant land, and parking areas. Land uses in the proposed project site, which is a subset of the RSP Area analyzed in the 2007 RSP EIR and 2016 RSPU SEIR, has remained largely unchanged since the certification of the RSP EIR and 2016 RSPU SEIR. The Sacramento Valley Station is built and operational with the UPRR tracks relocated.

### ***Sacramento City Code***

Section 8.68.060 of the Sacramento City Code provides noise limits for exterior noise at residential properties.

- Part A of Section 8.68.060 sets a noise level standard of 55 dBA<sup>12</sup> during daytime hours and 50 dBA at nighttime (10:00 p.m. to 7:00 a.m.)
- Part B provides adjustments to this standard for varying durations of noise levels per hour. It is assumed that the music venue will generate noise for more than 30 minutes per hour and therefore use a 0 dB adjustment.
- Part C requires that the noise level standards be reduced by 5 dB for tonal noises, speech, and music. Therefore, the noise thresholds are set to 50 dBA daytime (7:00 a.m. to 10:00 p.m.) and 45 dBA nighttime (10:00 p.m. to 7:00 a.m.).

- Part D provides an adjustment to noise levels based on existing ambient noise. The standard shall be raised in 5 dB increments until the standard encompasses the ambient noise level .

Section 8.68.160, which applies to outdoor recreational activities, provides limits for amplified outdoor noise of entertainment events. The noise level limits vary by month with a limit of 96 dBA Leq during September and October and 98 dBA Leq for the rest of the year (November through August). Events must start after 9:00 a.m. and end by 10:00 p.m. on weeknights (Monday through Thursday) and 11:00 p.m. on weekend nights (Friday, Saturday, and the day before a public holiday). Noise levels must be measured within 150 feet of the noise source.

## ***Comparative Impacts Discussion***

### **Construction Noise**

The 2016 RSPU SEIR identified that construction of the RSPU, much like the 2007 RSP, would consist of site grading, excavation for infrastructure and building foundations, building construction, and paving and landscaping installation. All of these construction activities would require onsite staging areas to store off-road equipment and to temporarily hold building materials and infill soil.

The RSPU construction activities that would generate the highest noise levels may involve impact pile driving that occurs during foundation construction. However, the proposed project does not consist of large, tall buildings that need pile driving. Therefore, pile driving is not anticipated for adaptive re-use of the Paint Shop and the Central Shops Plaza project. Construction within the proposed project site would include rehabilitation of the existing Paint Shop building, raising partial roof, grading activities to create pads for the open plaza, the entrance to the 5<sup>th</sup> Street Viaduct for the staircase and interim gateway landscape, paving, drainage and utilities connections, construction of the central utility plant and site improvements.

The 2016 RSPU SEIR concluded that temporary construction noise generated by implementation of the RSPU may continue to exceed the City's thresholds of significance with implementation of Mitigation Measure 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.

The proposed project construction could have noise impacts to nearby receptors in the Akali Flat neighborhood and the H and 7<sup>th</sup> Street Apartments. However, the proposed land uses were anticipated uses in the 2007 RSP EIR and subsequent 2016 RSPU EIR. For this reason, noise impacts from construction of the proposed project have been fully analyzed in the 2016 RSPU EIR. The proposed project would result in potentially-significant impacts related to temporary construction noise.

The implementation of Mitigation Measure 4.10-1 from the 2016 RSPU SEIR would implement noise reduction measures and strategies that may reduce exposure of sensitive receptors to noise levels in exceedance of acceptable standards. However, nearby receptors may be exposed to noise

from the proposed project that exceeds acceptable standards. For this reason, the project impact related to construction noise would continue to be a significant unavoidable impact, consistent with the determination of the 2016 RSPU SEIR.

### Operational Noise

The 2007 RSP EIR discussed transportation related noise impacts under Impact 6.8-2 on pages 6.8-18 through 6.8-21 and concluded that within the RSP Area there would be no significant noise impacts related to vehicular traffic and UPRR train pass-by events. The 2007 RSP EIR stated that the implementation of the RSP would increase traffic volumes along local streets that would substantially increase traffic noise in the project vicinity but found these increases in traffic noise would not result in a significant impact.

The 2007 RSP EIR assessed rail traffic noise impacts at the proposed project site and found some of the site could be exposed to rail noise above 70 dBA  $L_{dn}$ . In summary, the 2007 RSP EIR concluded that because the proposed adaptive re-use and other buildings in the RSP would be constructed to meet Title 24 standards for interior noise levels, there would not be a significant impact due to increased ambient noise. In regard to noise impacts in the vicinity of the 2007 RSP, the 2007 RSP EIR assessed noise impacts related to the project's contribution to traffic to local streets and the realignment of the existing rail line.

Impact 6.8-3 on page 6.8-22 of the 2007 RSP EIR found that the 2007 RSP would introduce new stationary sources such as heating, ventilation, and air conditioning (HVAC) equipment, garbage pickup activity, and service and delivery truck activity at the project site. HVAC units and loading docks within the RSP Area would expose future residences to mechanical and truck idling noise levels that would exceed the City of Sacramento stationary noise standards. Due to the high potential for stationary sources to exceed the City's noise standards, the 2007 RSP EIR concluded that new stationary sources would result in a significant noise impact. Mitigation Measure 6.8-3 was identified to reduce this impact to a less than significant level.

The 2016 RSPU SEIR found that future traffic increases associated with the development of the RSPU would result in noise increases along roadway segments in the vicinity of the RSP Area that would expose nearby sensitive receptors to substantial noise increases over baseline conditions. Therefore, the 2016 RSPU SEIR concluded that the operational noise impact from transportation and non-transportation sources would result in a **significant impact**. Even with the implementation of Mitigation Measures 4.10-2(a) and 4.10-2(b), the residual impact was determined to be significant and unavoidable.

Operation transportation and non-transportation noise impacts from the development of the proposed project would be similar to those discussed in the previous EIRs. As the development intensity assumed under the RSP Area is consistent with what was assumed previously in the 2016 RSPU SEIR, the number of vehicle trips generated, and their associated traffic noise impacts would likely be similar to the 2016 analysis and would expose nearby sensitive receptors to substantial noise increases over baseline conditions.

However, the proposed adaptive re-use of the Paint Shop building and the Central Shops Plaza with publicly available open spaces are distinct uses that would generate noise. The rehabilitated Paint Shop will be home and venue for music and other entertainments opportunities which uses amplified sound system and is usually played in front of a large gathering of people. Specific to these circumstances, the noise analysis below examines the introduction of such uses for noise impacts.

**Existing Noise Levels:** The existing noise levels at Locations 1 through 3 was measured continuously from June 15 through June 18, 2020. The minimum hourly average noise level (Leq)<sup>12</sup> at each location was used as the ambient noise level for comparison to the Noise Code.

Future residential uses to the north of Railyards Boulevard is Location 4 for noise measurements. **Table 2, Sensitive Receptor Locations**, provides existing ambient noise levels at these locations. Existing average noise level (DNL) directly south of the project building (aka The Paint Shop) was found to be between 70 and 72 dBA daily.

**TABLE 2  
SENSITIVE RECEPTOR LOCATIONS**

Location	Ambient Noise Level (Minimum Leq(h))	City Code Criterion	Notes
Location 1	60 dBA	55 dBA	Criterion adjusted due to tonal/music noise and elevated ambient noise levels
Location 2	56 dBA	55 dBA	
Location 3	51 dBA	50 dBA	
Location 4	<50 dBA	45 dBA	Criterion adjusted due to tonal/music noise

SOURCE: Salter, 2021.

**Noise Levels:** Music venues are distinct uses, and the methodology includes assumptions about the building rehabilitation and also examines noise levels based on another local similar venue operator. **Table 3** shows the maximum sound levels inside the music venue based on the type of music.

**TABLE 3  
EXPECTED SPECTRA OF MAXIMUM SOUND LEVELS**

Music Type	63 Hz	125 Hz	250 Hz	500 Hz	1 kHz	2kHz	4kHz
EDM	123 dB	112 dB	99 dB	92 dB	93 dB	98 dB	97 dB
Live Band	115 dB	111 dB	110 dB	101 dB	102 dB	103 dB	93 dB

SOURCE: Salter, 2021.

Noise modeling is based on the assumptions that the rehabilitated Paint Shop would, in addition to the existing brick wall, would have a new sheet metal roof with exposed interior rafters. The

<sup>12</sup> Leq – The equivalent steady-state A-weighted sound level that, in a stated period of time, would contain the same acoustic energy as the time-varying sound level during the same period.

rehabilitated Paint Shop would have new basic thermally insulating windows or the existing windows repaired to replace missing panes and caulked air-tight. The detailed architectural plans would be reviewed for “sound leaks” that could compromise the sound isolation of the building envelope.

Based on noise modeling, it was found that the noise levels at the 4 locations would range from 42 dBA to 47 dBA (**Table 4**). Location 4, which is 1,000 feet away, would experience a noise level of 45 dBA during a live music concert. Therefore, areas within the 1,000 feet limit of the venue could experience noise levels higher than 45 dBA. With application of ambient noise allowances based on the City Code section 8.68.060(d) the maximum allowable noise levels, the resulting noise levels would be at or below the maximum 55 dBA.

**TABLE 4  
ANALYSIS RESULTS**

Location	Distance From Venue (ft)	Calculated Music Noise Levels	City Code Criterion
Location 1	1,400	42 dBA	55 dBA*
Location 2	850	46 dBA	55 dBA*
Location 3	800	47 dBA	50 dBA*
Location 4	1,000	45 dBA	45 dBA

\* Note: The City Code threshold at these locations is increased due to existing ambient noise per Part D of City Code Section 8.68.060. See section above on existing noise.

SOURCE: Salter, 2021.

The Central Shops Plaza is not programmed for live music events. Section 8.68.160 of the City code would be applicable for any planned events with amplified music or speech to ensure that the noise levels do not exceed the City’s code for exterior noise levels.

**General Plan Compliance**

*EC 3.1.1: Exterior Noise Standards. The City shall require noise mitigation for all development where the projected exterior noise levels exceed those shown in Table EC 1, to the extent feasible. (RDR)*

It is assumed that the music venue would operate at maximum volume as defined above from 7:00 p.m. to 11:00 p.m., for the expected exterior noise level at various distances from the venue. Music noise alone would produce a daily average noise level below DNL 65 dB at a distance of 100 feet from the venue.

- Therefore, the standards set by Policy EC 3.1.1 (in Table EC.1 in the General Plan), it would be met for any non-single-family residential building that is further than 100 feet from the venue.

- At a distance of 200 feet from the venue, day-night average noise levels DNL below 60 dB, which would meet the single-family residential standard.
- Sensitive receptors at locations 1 through 4 noted above are more than 800 feet away from the proposed venue.

*EC 3.1.2: Exterior Incremental Noise Standards. The City shall require noise mitigation for all development that increases existing noise levels by more than the allowable increment shown in Table EC 2, to the extent feasible. (RDR)*

Existing ambient noise level at the project site is DNL 70 dB. Ambient noise levels would increase by less than 1 dB with 100 feet from the venue. Therefore, the proposed project meets the intent of EC 3.1.2.

Further, Mitigation Measures 4.10-2(a) and 4.10-3(a) would reduce these operational noise impacts to a less than significant level. Mitigation Measure NOI-1 extends the requirements of Mitigation Measure 4.10-2(a) iii to the proposed project site. This would ensure that operational noise impacts from exposure of noise from the proposed project to nearby sensitive receptors would be less than significant.

### **Construction Vibration**

The 2007 RSP EIR discussed construction vibration impacts under Impact 6.8-4 on pages 6.8-22 and 6.8-23. Impact pile drivers would have been required for the construction of the foundations of high-rise structures within the RSP Area but not for the proposed project. The 2007 RSP EIR assumed that impact pile drives would be used near onsite residential receptors and historic structures that would result in either an annoyance or building damage. The analysis concluded that future sensitive land uses within the RSP Area, and the existing historic structures could be affected by impact pile driving during construction of projects within the RSP Area. This was determined to be a significant impact. Mitigation Measure 6.8-1 was identified to reduce construction vibration impacts in addition to noise.

Similarly, the 2016 RSPU SEIR found construction activities associated with the RSPU to result in significant vibration impacts due to the proximity of future sensitive land uses associated with the RSPU to construction activity areas. Specifically, the analysis found vibration levels generated during impact pile driving to exceed the applied vibration thresholds for human annoyance and/or building damage at nearby future planned sensitive receptors and existing historic structures. Mitigation Measure 4.10-4 was identified to reduce this significant impact to a less than significant level. However, the residual construction vibration impact was found to be significant and unavoidable.

The proposed project would not employ or use pile driving as part of the construction. However, the existing Paint Shop is a historic structure and adjacent to other similar structures in the Railyards District. Rehabilitation and construction of Paint Shop and the surrounding site would be subject to lesser vibration impacts during construction. Though Mitigation 4.10-4 would



reduce this impact, the residual impact would still be significant and unavoidable, consistent with the findings of the 2007 RSP EIR and 2016 RSPU SEIR analyses.

### **Operational Vibration**

The 2007 RSP EIR discussed vibration impacts to sensitive receptors within the RSP Area from the UPRR rail line, RT light rail, and I-5 under Impact 6.8-5 on pages 6.8-23 through 6.8-28. The 2007 RSP EIR concluded that there are areas within each RSP District that could be subjected to disruptive levels of vibration from rail traffic along the UPRR and RT light rail lines, and vehicular traffic along I-5, which would result in a significant impact. In addition, the 2007 RSP EIR evaluated vibration impacts associated with the proposed realignment of the UPRR tracks and identified Mitigation Measures 6.8-5(a) and 6.8-5(b) to reduce impacts to a less than significant level.

The 2016 SEIR analysis concluded that proposed RSP Area, in close proximity to the UPRR tracks would be exposed to vibration levels. The proposed project site would be exposed to vibration levels from freight train pass-by events along the UPRR rail line that would disrupt daily operations.

As a result, the vibration levels at these residential and sensitive commercial buildings were determined to be significant. Mitigation Measure 4.10-5 was identified to reduce this impact to a less than significant level. Since the publication of the 2007 RSP EIR, the UPRR rail line tracks have been relocated to their present alignment. Therefore, this 2016 SEIR only evaluated the vibration impacts from the current UPRR alignment on uses proposed by the RSPU.

The proposed project would generate similar vibration impacts primarily due to the proximity of to the UPRR rail line. The scale of the impact would be similar to that analyzed in the previous EIRs. Implementation of Mitigation Measure 4.10-5 would reduce this impact to a less than significant level, consistent with the 2016 RSPU SEIR analysis.

### **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. There would be no impact to people residing or working in the proposed project from exposure to excessive levels of aircraft noise.

## **Mitigation Measures**

### ***2007 DEIR and 2007 FEIR Mitigation Measures***

Mitigation Measure 6.8-1 on pages 6.8-17 and 6.8-18 of the 2007 RSP EIR is included as Mitigation Measure 4.10-1 in the 2016 SEIR and is described below.

Mitigation Measure 6.8-3 on page 6.8-22 of the 2007 RSP EIR is included as 2016 SEIR Mitigation Measures 4.10-2(a) and 4.10-3 in the 2016 SEIR and are described below.

Mitigation Measure 6.8-4 on page 6.8-23 of the 2007 RSP EIR is included in the 2016 SEIR as Mitigation Measure 4.10-4.

Mitigation Measure 6.8-5 on pages 6.8-28 and 6.8-29 of the 2007 RSP EIR is similar to Mitigation Measure 4.10-5 in the 2016 SEIR and is detailed below. Items (a) and (b) of Mitigation 6.8-5 of the 2007 RSP EIR are not included as they relate to construction vibration mitigation during track relocation, which has already been completed and is no longer relevant.

### **2016 Subsequent EIR Mitigation Measures**

The 2016 SEIR identified the following mitigation measures, which are similar to or build upon the measures in the 2007 EIR to add specific requirements related to the loading docks at onsite commercial uses. The 2016 EIR included Mitigation Measure 4.10-2(b), a new mitigation measure specific to event noise from the proposed MLS Stadium, which would not be applicable to the proposed Area Plan and is therefore not listed below.

#### **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.*
- d) *Prior to impact pile driving activities in Blocks 49, 50 and 52, the applicant shall coordinate with the KCRA building management staff in order to minimize disruption from pile driving, to the extent feasible.*

**Mitigation Measure 4.10-2(a)**

The project sponsor shall ensure that the following measures are implemented for all development under the proposed Specific Plan:

- i. *Prior to the issuance of building permits, the applicant shall submit engineering and acoustical specification for project mechanical HVAC equipment and the proposed locations of onsite loading docks to the Planning Director demonstrating that the HVAC equipment and loading dock design (types, location, enclosure, specification) will control noise from the equipment to at least 10 dBA below existing ambient levels at nearby residential and other noise-sensitive land uses.*
- ii. *Noise-generating stationary equipment associated with proposed commercial and/or office uses, including portable generators, compressors, and compactors shall be enclosed or acoustically shielded to reduce noise-related impacts to noise-sensitive residential uses.*
- iii. *In order to avoid the exposure of rail noise to onsite future sensitive receptors that would exceed the City of Sacramento exterior noise standards, residential units within Blocks 35, 49 and 50 shall not be placed closer than 190 feet from the centerline of the UPRR rail line.*

The 2016 SEIR also included Mitigation Measure 4.10-3 to add specific requirements related to the loading docks at onsite commercial uses.

**Mitigation Measure 4.10-3(a)**

*Prior to the issuance of building permits for residential projects within the RSP Area, the City shall require project applicants for residential development to submit a detailed noise study, prepared by a qualified acoustical consultant, to identify design measures necessary to achieve the City interior standard of 45 Ldn in the proposed new residences. The study shall be submitted to the City for review and approval. Design measures such as the following could be required, depending on the specific findings of the noise study: double-paned glass windows facing noise sources; solid-core doors; increased sound insulation of exterior walls (such as through staggered- or double-studs, multiple layers of gypsum board, and incorporation of resilient channels); weather-tight seals for doors and windows; or sealed windows with an air conditioning system installed for ventilation. This study can be a separate report, or included as part of the Noise and Vibration Reduction Plan for the proposed projects. The building plans submitted for building permit approval shall be accompanied by certification of a licensed engineer that the plans include the identified noise-attenuating design measures and satisfy the requirements of this mitigation measure.*

#### **Mitigation Measure 4.10-4**

Prior to the issuance of any building permit for each phase of project development, the project applicant shall develop a Vibration Reduction Plan in coordination with an acoustical consultant, geotechnical engineer, and construction contractor, and submit the Plan to the City Chief Building Official for approval. The Plan shall include the following elements:

- 1) *To mitigate vibration, the Plan shall include measures such that surrounding buildings will be exposed to less than 80 VdB and 83 VdB where people sleep and work, respectively, and less than 0.25 PPV for historic buildings to prevent building damage.*

Measures and controls shall be identified based on project-specific final design plans, and may include, but are not limited to, some or all of the following:

- 2) *Buffer distances and types of equipment selected to minimize vibration impacts during construction at nearby receptors in order to meet the specified standards.*
- 3) *Implement a vibration, crack, and line and grade monitoring program at existing historic buildings located within 47 feet of construction activities. The following elements shall be included in this program:*
  - a) *During building construction:*
    - i) *The construction contractor shall regularly inspect and photograph crack gauges, maintaining records of these inspections to be included in post-construction reporting. Gauges shall be inspected every two weeks, or more frequently during periods of active project actions in close proximity to crack monitors, such as during the building construction of blocks 23 and 24.*
    - ii) *The construction contractor shall collect vibration data from receptors and report vibration levels to the City Chief Building Official on a monthly basis. The reports shall include annotations regarding project activities as necessary to explain changes in vibration levels, along with proposed corrective actions to avoid vibration levels approaching or exceeding the established threshold.*
    - iii) *With regards to historic structures, if vibration levels exceed the threshold and monitoring or inspection indicates that the project is damaging the building, the historic building shall be provided additional protection or stabilization. If necessary and with approval by the City Chief Building Official, the construction contractor shall install temporary shoring or stabilization to help avoid permanent impacts.*

*Stabilization may involve structural reinforcement or corrections for deterioration that would minimize or avoid potential structural failures or avoid accelerating damage to the historic structure. Stabilization shall be conducted following the Secretary of Interior Standards Treatment of Preservation. This treatment shall ensure retention of the historical resource's character-defining features. Stabilization may temporarily impair the historic integrity of the building's design, material, or setting, and as such, the stabilization must be conducted in a manner that will not permanently impair a building's ability to convey its significance. Measures to shore or stabilize the building shall be installed in a manner that when they are removed, the historic integrity of the building remains, including integrity of material.*

*b) Post-construction*

- i) The applicant (and its construction contractor) shall provide a report to the City Chief Building Official regarding crack and vibration monitoring conducted during demolition and construction. In addition to a narrative summary of the monitoring activities and their findings, this report shall include photographs illustrating the post-construction state of cracks and material conditions that were presented in the pre-construction assessment report, along with images of other relevant conditions showing the impact, or lack of impact, of project activities. The photographs shall sufficiently illustrate damage, if any, caused by the project and/or show how the project did not cause physical damage to the historic and non-historic buildings. The report shall include annotated analysis of vibration data related to project activities, as well as summarize efforts undertaken to avoid vibration impacts. Finally, a post-construction line and grade survey shall also be included in this report.*
- ii) The project applicant (and its construction contractor) shall be responsible for repairs from damage to historic and non-historic buildings if damage is caused by vibration or movement during the demolition and/or construction activities. Repairs may be necessary to address, for example, cracks that expanded as a result of the project, physical damage visible in post-construction assessment, or holes or connection points that were needed for shoring or stabilization. Repairs shall be directly related to project impacts and will not apply to general rehabilitation or restoration activities of the buildings. If necessary for historic structures, repairs shall be conducted in compliance with the Secretary of Interior Standards Treatment of Preservation. The project*

*applicant shall provide a work plan for the repairs and a completion report to ensure compliance with the SOI Standards to the City Chief Building Official and City Preservation Director for review and comment.*

Mitigation Measure 4.10-5 described below is similar to Mitigation Measure 6.8-5 on pages 6.8-28 and 6.8-29 of the 2007 RSP EIR. Items (a) and (b) of Mitigation 6.8-5 of the 2007 RSP EIR are not included as they relate to construction vibration mitigation during track relocation. Since the relocation of the UPRR has already been completed, these items are no longer relevant.

#### **Mitigation Measure 4.10-5**

- a) *The historic structures in the Central Shops Historic District shall be stabilized using methods that would protect against vibration levels identified in the screening analysis (shown in Figure 6.8-3 of the 2007 RSP EIR).*
- b) *Prior to design review, the applicant shall have a certified vibration consultant prepare a site-specific vibration analysis for residential uses and historic structures that are within the screening distance (shown in Figure 6.8-3 of the 2007 RSP EIR) for freight and passenger trains or light rail trains. The analysis shall detail how the vibration levels at these receptors would meet the applicable vibration standards to avoid potential structural damage and human annoyance. The results of the analysis shall be incorporated into project design.*

#### **Additional 2020 Mitigation Measures**

This mitigation measure is not applicable to the proposed project,

#### **Mitigation Measure NOI-1**

*As the Area Plan proposes residential uses on Lot 40 adjacent to the UPRR rail line, Mitigation Measure 4.10-2(a).iii shall be extended to Lot 40. This measure requires that residential units not be placed closer than 190 feet from the centerline of the UPRR rail line in order to avoid the exposure of rail noise to onsite future sensitive receptors that would exceed the City of Sacramento exterior noise standards.*

#### **Conclusion**

The proposed project would be constructed within the footprint previously analyzed in the 2007 RSP EIR and 2016 RSPU SEIR. Changes introduced by the proposed project and/or new circumstances relevant to the proposed project would not, as compared to the 2007 RSP EIR and subsequent 2016 RSPU SEIR and addenda thereto, result in new significant impacts related to noise that are substantially more severe than significant impacts previously disclosed.

In addition, there is no new information of substantial importance showing that the proposed 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, project impacts related to noise and vibration would not require the preparation of a subsequent EIR and the conclusions of the 2016 RSPU SEIR remain valid.

## 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?
<b>15. Public Services.</b> 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?	RSP DEIR page 6.10-17 to 6.10-20  RSPU SEIR page 4.11-20 to 4.11-24	No	No	No	Yes
Police protection?	RSP DEIR page 6.10-6 to 6.10-10  RSPU SEIR page 4.11-7 to 4.11-12	No	No	No	Yes
Schools?	RSP DEIR page 6.10-45 to 6.10-50  RSPU SEIR page 4.11-35 to 4.11-41	No	No	No	Yes 2007 RSP EIR MM 6.10-10  2016 RSPU SEIR MM 4.11-6
Parks?	RSP DEIR page 6.9-13 to 6.9-16  RSPU SEIR page 4.11-55 to 4.11-60	No	No	No	Yes 2007 RSP EIR MM 6.9-1  2016 RSPU SEIR MM 4.11-8
Other public facilities?	RSP DEIR page 6.10-55 to 6.10-58  RSPU SEIR page 4.11-64 to 4.11-66	No	No	No	Yes

## Discussion

### ***Relevant Changes to Project Related to Public Services***

#### **Schools**

The 2007 RSP identified a potential site for a school in the eastern portion of the RSP area, north of Railyards Boulevard, between 10<sup>th</sup> Street and 12<sup>th</sup> Street. It was noted that the new school



would likely be an “urban” school, with such characteristics as compact hardscape recreation areas, multi-story classroom facilities, and potentially rooftop recreation areas. As in the 2007 RSP, a potential school site has been identified at the eastern tip of the RSP area (see Figure 2-21, in the RSPU SEIR), but other locations may be ultimately identified and agreed to by the District.

### **Parks**

Similar to what was planned in the 2007 RSP EIR and subsequent updates, areas to the west of proposed structures, including beneath I-5 and the northbound I-5 onramp, would be developed for use as park and open space. However, the RSP Area specifically identifies park uses within the RSP plan, where the 2007 RSP and 2016 RSPU contemplated park uses in the areas below I-5 and near the Sacramento River.

### ***Relevant Changes to Environmental Setting***

The project site, which is a subset of the RSP Area analyzed in the 2007 RSP EIR, has remained largely undeveloped since the certification of the 2007 RSP EIR and 2016 RSPU SEIR. There have been no substantial changes to the RSP Area or the project site that would result in the proposed project having new significant impacts to public services that were not considered in the prior environmental documents or that substantially increase the severity of a previously identified impacts. Additionally, the project site would continue to be served by the same police stations, fire stations, schools districts, and parks as addressed in the 2007 RSP EIR and 2016 RSPU SEIR.

### ***Comparative Impacts Discussion***

The 2007 RSP EIR and 2016 RSPU SEIR identified and analyzed potential impacts to public services for the developmental capacity planned in the RSP. The proposed project covers a portion of the Central Shops District in the RSP. Potential impacts from the proposed project, fire protection, police protection, schools, parks, and other public facilities, were already analyzed in the 2007 RSP EIR and the 2016 RSPU EIR.

The 2007 Railyard Specific Plan EIR and subsequent updates determined that the anticipated development at the project site would result in less-than-significant impacts to public services for fire protection, police protection, and maintenance of public facilities. However, impacts to schools would be potentially significant due to the location of the school proposed under RSP adjacent to the Union Pacific Railroad Tracks, a potentially hazardous situation for students. The 2007 RSP EIR and subsequent updates identified Mitigation Measure 6.10-10 (see below), the implementation of which would reduce project impacts related to schools to less than significant.

However, the proposed project does not include implementation of the school or a residential project. Additionally, the 2016 RSPU SEIR found that the updated RSP would not meet the city’s Service Level Goal for parks and would result in a significant impact. Therefore, the 2007 RSP EIR and 2016 RSPU SEIR identified Mitigation Measure 6.9-1 and 6.9-2 (see below), the implementation of which would reduce project impacts related to parks to less than significant.

Police protection services to the RSP Area would be provided by the Sacramento City Police Department (SPD). The project site is serviced by the Richards Police Facility, operating at 300 Richards Boulevard, approximately 0.5 miles north of the project site. This remains consistent with the police protection services analyzed in the 2016 RSPU SEIR.

Fire protection and emergency medical services to the project area are provided by the Sacramento Fire Department (SFD). First-response service is provided by the following stations, which remains consistent with the fire protection services analyzed in the 2016 RSPU SEIR:

- Station 14, located at 1341 North C Street and is approximately 0.5 miles to the northeast of the project site;
- Station 2, located at 1229 I Street and is approximately 0.6 miles to the southeast of the project site;
- Station 1, located at 624 Q Street and is approximately one mile to the south of the project site; and
- Station 5, located at 731 Broadway, approximately 1.6 miles to the south of the project site

The proposed project, the adaptive re-use of the existing Paint Shop with renovations for a change of use function from a former railyards paint shop facility to a mixed-use public entertainment venue for up to 4,000 people. The 2007 Railyard Specific Plan EIR and subsequent updates; 2016 RSPU SEIR examined a sports and entertainment venue, MLS Stadium. As discussed in the 2016 RSPU SEIR, development of a public oriented entertainment or sports venue would not result in additional residents but would have specialized security needs. Similarly, the proposed project as an entertainment venue would require similar approach to security needs.

Similar to the security needs examined for the proposed MLS Stadium, the proposed project would need to provide adequate security for events at the restored Paint Shop. The proposed project would include an event transportation management plan (TMP) in coordination with the event operation, the City of Sacramento, and other agencies responsible for its implementation. Sacramento PD, in collaboration with the Paint Shop events operator, would be contractually obligated to assist with traffic enforcement before, during, and after events, and would assist with a variety of vehicular, transit, and pedestrian traffic controls. These traffic control strategies would therefore provide additional security on several streets near the Paint Shop on event days.

The Railyards Commercial Association would provide 24-hour security whether the venue is in use or not. These security staff would be the first responders to disturbances and would provide supplemental assistance to Sacramento PD. Sacramento PD is the agency responsible for policing the RSP Area as a whole. For these reasons, the presence of the private security detail would serve to reduce the demand for police protection at the proposed venue. The Paint Shop entertainment venue would also pay the appropriate taxes and fees to finance the City's General Fund and thereby fund Sacramento PD. For these reasons, the proposed project would be able to reduce the potential for this impact to a **less than significant** level.

Therefore, no additional demand for police protection, fire protection, or maintenance of public facilities were expected to occur from the demand anticipated in the 2007 EIR and subsequent

updates. Furthermore, implementation of the 2007 RSP EIR Mitigation Measures 6.9-1, 6.9-2, and 6.10-10 as well as the 2016 RSPU SEIR Mitigation Measure 4.11-6, described below, would be implemented as part of the proposed project to further reduce impacts related to public services. Therefore, the demand for public services would be the same as the demand anticipated and analyzed in the 2007 RSP EIR and subsequent updates.

Therefore, the proposed project would not result in new or more significant effects to public services than were discussed in the 2007 RSP EIR and subsequent updates. No new information or changes under the proposed project are known which would affect this conclusion. Therefore, the conclusions of the 2007 RSP EIR and 2016 RSPU SEIR remain valid, and no further analysis is required.

## **Mitigation Measures**

### ***2007 DEIR and 2016 SEIR Mitigation Measures***

There are no mitigation measures from the 2007 DEIR and the 2016 SEIR that are required.

### ***2007 FEIR Mitigation Measures***

#### **Mitigation Measure 6.9-1**

Prior to the recordation of the tentative map, the project applicant shall reach agreement with the City on an appropriate urban park standard and on which of the proposed project elements and acreage meet these parkland dedication requirements. The project applicant shall pay in-lieu fees (Quimby and/or PIF) on the difference in acreage between the City parkland requirement and the amount of parkland the proposed project would supply or provide “turnkey” improvements equal to the value of in-lieu fees owed, if any.

#### **Mitigation Measure 6.9-2**

During construction, the project applicant shall not impede continuous access to the existing bike trail at the western boundary of the Specific Plan Area along the Sacramento River or provide an alternate bicycle access route through or around the Specific Plan Area.

#### **Mitigation Measure 6.10-10**

This mitigation measure is not applicable to the proposed project.

Prior to school site approval, the Sacramento Unified School District shall retain a competent professional to prepare a safety study that assesses cargo manifests, frequency, speed, and schedule of railroad traffic, grade, curves, type, and condition of track need for sound or safety barriers, need for pedestrian and vehicle safeguards at railroad crossings, presence of high-pressure gas lines near the tracks that could rupture in the event of a derailment, and an evacuation plan. In addition to the analysis, the study shall identify, and the district shall incorporate measures to avoid potentially hazards to students related to proximity to the rail line on the campus.

## **2016 Subsequent EIR Mitigation Measures**

These mitigation measures are not applicable to the proposed project.

### **Mitigation Measure 4.11-6**

Prior to school site approval within 1,500 feet of the railroad tracks, the SCUSD shall retain a competent professional to prepare a safety study that assesses cargo manifests, frequency, speed, and schedule of railroad traffic, grade, curves, type and condition of track, need for sound or safety barriers, need for pedestrian and vehicle safeguards at railroad crossings, presence of high pressure gas lines near the tracks that could rupture in the event of a derailment, and preparation of an evacuation plan. Based on this information and the proposed location and design of the school, the study shall demonstrate that the school design and construction would not expose students to risks associated with train accidents. In the event these conditions cannot be satisfied, SCUSD shall proceed in a manner that complies with California Code of Regulations, Title 5, section 14010(d).

### **Mitigation Measure 4.11-8**

Prior to filing of the final map, the project applicant shall reach agreement with the City on which of the proposed project elements and acreage meet the applicable City parkland dedication requirements. The project applicant shall pay in-lieu fees (Quimby) on the difference in acreage between the City parkland requirement and the amount of parkland the proposed project would supply. The applicant shall pay Park Impact Fees (PIF) or enter into a “turnkey” agreement to construct the park facilities to satisfy its PIF obligation.

## **Additional 2021 Mitigation Measures**

None.

## **Conclusion**

Changes introduced by the proposed project, and/or new circumstances relevant to the proposed project would not, as compared to the 2007 RSP EIR and 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 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.

## 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?
<b>17. Transportation/Traffic.</b> 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?	RSP EIR page 6.12-58 to 6.12-135 and 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 either EIR <sup>1</sup>	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 either EIR <sup>2</sup>	No	No	No	No
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	RSP EIR page 6.12-58 to 6.12-135 and RSPU SEIR pages 4.12-29 to 4.12-228	No	No	No	No
e. Result in inadequate emergency access?	RSPU SEIR pages 4.12-182 to 4.12-228. Not analyzed in RSP EIR	No	No	No	No
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?	RSP EIR page 6.12-58 to 6.12-135 and RSPU SEIR pages 4.12-29 to 4.12-228	No	No	No	No
<p>Note:</p> <p><sup>1</sup> 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><sup>2</sup> 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

The proposed project includes the adaptive re-use of historic Paint Shop for an entertainment venue supported by retail. This part of the Central Shops District would include creation of the Central Shops Plaza—a pedestrian environment with a Pavilion surrounded by public seating, landscaping, and event capability. This park-like space is bordered by the Stevens and Stanford Streets which would be closed to during normal operating hours and could be used as outdoor retail space with café tables and chairs, bridging the staircase access to the 5<sup>th</sup> Street Viaduct and the Paint Shop. The staircase coming off of the 5<sup>th</sup> Street Viaduct would serve as the primary eastern pedestrian access to the space. A central utility plant and other associated utilities, landscaping and site improvements are part of the proposed project.

### ***Relevant Changes to Project Related to Transportation/Traffic***

Under the 2007 RSP EIR,

Additionally, enhanced transit service has been planned at the site to take advantage of its strategic location (i.e., in downtown, at Capitol Corridor Sacramento Station). Therefore, since the proposed land uses are reasonably foreseeable development pursuant to the 2007 RSP and development of the project site for transit-supporting uses was included in the background assumptions of the 2016 RSPU SEIR, there are no aspects of the proposed project that have not previously been anticipated and analyzed. Therefore, there are no changes in the proposed project as compared to the 2007 RSP EIR and the 2016 RSPU SEIR that would increase the potential for transportation impacts.

### ***Relevant Changes to Environmental Setting***

Various construction activities have occurred on and in the vicinity of the project site since the 2007 RSP EIR and 2016 RSPU SEIR were released. This includes the realigned UPRR tracks, new passenger train platform, tunnels under the UPRR tracks for pedestrians to access the train platforms and for service vehicles, and the renovation of the Historic Depot building. Roadway network changes have also occurred in the vicinity of the project site including:

- Extensions of 5<sup>th</sup> and 6<sup>th</sup> Streets north of the UPRR tracks to connect to Railyards Boulevard (along with Railyards Boulevard connecting to Jibboom Street, Bercut Drive, and 7<sup>th</sup> Street). This has changed travel patterns in the area, and also introduced new on-street parking opportunities, which were in heavy use prior to the COVID-19 Pandemic.
- Extension of F Street west from 7<sup>th</sup> Street to cross under 5<sup>th</sup> and 6<sup>th</sup> Streets.
- Extension of G Street west from 7<sup>th</sup> Street to intersect 5<sup>th</sup> and 6<sup>th</sup> Streets at-grade, though at a height that is 17 feet above existing surrounding grade (i.e., as part of the 5<sup>th</sup> Street bridge profile).

Additionally, new, significant land developments have occurred since the 2007 RSP EIR and 2016 RSPU SEIR were certified. This includes the opening of Golden 1 Center, Downtown

Commons, and the Kaiser Permanente Medical Office Building, all of which are located along J Street between 5<sup>th</sup> and 7<sup>th</sup> Streets. This development has been consistent with both the Railyards planning concepts and urban planning goals of the City. As described below, changes in the regulatory setting have also occurred, 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 address traffic metrics under CEQA. As stated in the legislation, upon adoption of the new guidelines, “automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any.” OPR recently updated its CEQA Guidelines to implement SB 743 to require that vehicle miles traveled (VMT) be the primary metric used to identify transportation impacts. The VMT standard for evaluating transportation impacts under CEQA became mandatory statewide on July 1, 2020.

VMT is defined as a measurement of miles traveled by vehicles within a specified region and for a specified time period. VMT is a measure of the use and efficiency of the transportation network. VMT is calculated based on individual vehicle trips generated and their associated trip lengths. VMT accounts for two-way (round trip) travel and is estimated for a typical weekday to measure transportation impacts. The City of Sacramento’s draft transportation impact guidelines is consistent with OPR’s recommendation of using VMT as a metric.

The enactment of SB 743 established CEQA exemptions for certain qualifying projects. Specifically, Public Resource Code section 21155.4 states the following:

“(a) Except as provided in subdivision (b), a residential, employment center, as defined in paragraph (1) of subdivision (a) of Section 21099, or mixed-use development project, including any subdivision, or any zoning change, that meets all of the following criteria is exempt from the requirements of this division:

- 1) The project is proposed within a transit priority area, as defined in subdivision (a) of Section 21099.
- 2) The project is undertaken to implement and is consistent with a specific plan for which an environmental impact report has been certified.
- 3) The project is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy for which the State Air Resources Board, pursuant to subparagraph (H) of paragraph (2) of subdivision (b) of Section 65080 of the

Government Code, has accepted a metropolitan planning organization’s determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emissions reduction targets.

(b) Further environmental review shall be conducted only if any of the events specified in Section 21166 have occurred.”

Public Resources Code (PRC) Section 21099 defines a transit priority area as follows:

- “Transit Priority Area” is an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.

As defined by PRC Section 21099, the project site is located within a transit priority area. Therefore, the proposed project is exempt from further environmental review, consistent with the requirements of PRC Section 21155.4.

PRC Section 21064.3 defines a major transit stop as follows:

- “Major transit stop” means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

In December 2018, OPR published *Technical Advisory on Evaluating Transportation Impacts in CEQA* (“*Technical Advisory*”), which provided guidance for implementing SB 743. On December 28, 2018, the Resources Agency adopted CEQA Guidelines Section 15064.3. Under this guideline, Vehicle Miles of Travel (VMT) is the primary metric used to identify transportation impacts. On July 1, 2020, the provisions of CEQA Guidelines Section 15064.3 became effective statewide.

The City of Sacramento is currently engaged in a process to update the transportation performance metrics and thresholds used to measure transportation system impacts of discretionary projects as part of its 2040 General Plan. For the purposes of this EIR, the transportation analysis evaluates transportation impacts using VMT.

The City evaluates new developments based on VMT and applies a threshold of significance of 85% of regional average VMT. The regional average non-residential VMT is 17.91 miles per person. Based on the above threshold, the City’s non-residential VMT threshold is 15.22 miles per person

For the proposed project, the City relies on the absence of circumstances described in CEQA Guidelines Section 15162 to support its conclusion that the project would require only minor changes in the prior EIR, and an addendum is, therefore, the appropriate CEQA document for the proposed project.



In May 2020, Caltrans published the *Vehicle Miles Traveled-Focused Transportation Impact Study Guide (TISG)*, which replaced its *Guide for the Preparation of Traffic Impact Studies* (2002). The TISG generally endorses the policies, technical approaches, and recommendations from OPR’s *Technical Advisory*. It also indicates that Caltrans intends to “transition away from requesting LOS or other vehicle operations analyses of land use projects”, instead placing the focus on VMT and safety.

As a follow-up to the TISG, Caltrans published the *Interim Land Development and Intergovernmental Review (LDIGR) Safety Review Practitioners Guidance* in July 2020. This document provides interim guidance for conducting safety reviews of land use projects and plans that may affect the State Highway System. Although the *LDIGR Safety Review Practitioners Guidance* stops short of including specific thresholds of significance or providing recommendations for how safety evaluations should be included in CEQA documents, it does clearly indicate the State’s expectation that, when appropriate, CEQA studies of land use projects should include safety investigations of the State Highway System. Furthermore, that document specifies that mitigation measures for identified safety impacts should avoid increasing roadway capacity, which may induce VMT or affect conditions for vulnerable users, such as bicyclists or pedestrians.

CEQA Guidelines Section 15007(c) states, “If a document meets the content requirements in effect when the document is set out for public review, the document shall not need to be revised to conform to any new content requirements in guideline amendments taking effect before the document is finally approved.” For this project, no new additional freeway analysis is required because effects of developing the Plan Area were already addressed in the RSPU SEIR. However, the analysis below discusses VMT and potential effects on roadway systems.

### **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 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 EIR.
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.

Additionally, the City of Sacramento is in the midst of updating its General Plan. However, since that update has not yet been adopted, the 2035 General Plan remains the City's current plan for purposes of this evaluation.

## ***Comparative Impacts Discussion***

### **Transportation Network Enhancements**

The proposed project includes the adaptive re-use of historic Paint Shop for an entertainment venue supported by retail. This part of the Central Shops District would include creation of the Central Shops Plaza—a pedestrian environment with a Pavilion surrounded by public seating, landscaping, and event capability. The proposed 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) and 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.

Temporary surface parking would be provided on the existing parking on Lot 15, eventually a parking structure would be built on Lot 17 (north of UPRR tracks between 5th and 6th Streets). Other site upgrades include a new gated, shared use land to the east over Lot 21 B and a Central Utility Plant on Lot 23.

OPRs *Technical Advisory* documents how transportation network improvements that encourage travel by non-auto modes are generally expected to reduce VMT, thereby resulting in less-than-significant transportation impacts. Thus, the proposed project would result in less-than-significant transportation network impacts with regard to VMT generation. The 2007 RSP EIR and 2016 RSPU SEIR did not specifically evaluate these transportation network improvements in this manner; hence, a comparative impact discussion on this topic is not possible.

## Land Use Transportation (VMT) Impacts

The project's land uses would 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 train service, light rail, multiple bus routes, and dedicated bicycle/pedestrian facilities.

The proposed project's VMT was determined using the residential VMT SACOG maps, which utilizes SACOG's travel demand model, known as SACSIM. These maps use hexagonal shaped geographic areas (HEX) to establish a VMT per capita for a particular area by tallying all household VMTs generated by the residents living in the HEX and dividing by the total population in the HEX. Each HEX is assigned an associated ID number. The project site lies within four hexagons, although development of the proposed project would only occur within one hexagon, within which VMT is less than 50 percent of the SACOG regional average for residents and between 50 and 85 percent of the SACOG regional average for employees.<sup>13</sup> The OPR *Technical Advisory* recommends a 15 percent reduction in per capita VMT below regional average as the threshold of significance for VMT impacts. According to this threshold, which the City supports, the proposed project would be below the 15-percent threshold. The site also meets the intent of the City's Climate Action Plan, which calls for communitywide VMT reductions of 7 percent by 2020 and 16 percent by 2035.<sup>14</sup>

Thus, impacts of the project land uses on VMT would be considered less-than-significant. The 2007 RSP EIR and 2016 RSPU SEIR did not specifically evaluate land use impacts in this area on VMT as such analyses were not being performed at that time; hence, a comparative impact discussion on this topic is not possible.

## Bicycle/Pedestrian/Transit System Impacts

The project's transit and active transportation improvements would benefit both project; employees and visitors, as well as other travelers who would use the retail and entertainment venue and the plaza. The project would construct a number of bicycle, pedestrian, and access to transit facilities within and along the boundary of the project site. As shown in the project site design package, the staircase access from the 5<sup>th</sup> Street Viaduct provides a dedicated pedestrian connectivity and entrance to the Central Shops Plaza and the venue. The entire plaza is designed for pedestrian environment with bicycle parking available immediately adjoining the plaza.

The use of temporary parking north of the site is earmarked for large events only. Stevens Street intersects an additional gated shared use lane which, like Stanford Street, would be closed to vehicular traffic during normal operating hours. The gated shared-use lane would be only opened for during specific times for trash, fire department use, and Live Nation event programming, but would otherwise be closed to public vehicular traffic. The street could be taken over by retail

<sup>13</sup> SACOG Maps accessed on August 21, 2021. Available at:  
<https://sacog.maps.arcgis.com/apps/Compare/index.html?appid=ec67f920461b461f8e32c6a5c3dd85cf>  
<https://sacog.maps.arcgis.com/apps/Compare/index.html?appid=002987332c194f12bd17ead632835c12>

<sup>14</sup> Overview of City of Sacramento Climate Action Plan. Accessed on August 21, 2021. Available at: [Appendix-B---General-Plan-Climate-Action-Plan-Policies-and-Programs.pdf](#) (cityofsacramento.org)

space with café tables and chairs, bridging the staircase access from the 5<sup>th</sup> Street Viaduct and the Paint Shop. Accordingly, impacts to bicycle, pedestrian, and transit facilities are considered less than significant.

### **Hazards and Emergency Response Impacts**

A primary issue related to the topic of hazards is the expected number of attendees and amount of passenger pick-ups and drop-offs that would occur within the project site during the entertainment events. As noted above the proposed project would provide several different on-street pick-up and drop-off zones within the project site. Since space is being provided for this activity, which could otherwise impede a number of travel modes, impacts associated with hazards are considered less than significant. Event management plans would include traffic logistics, parking, and evacuation protocols.

As shown in this exhibit, the initial phase of the project would enable emergency vehicles to access the SVS from F Street west of 7<sup>th</sup> Street, and from 5<sup>th</sup> Street at H Street and the Historic Depot Street. Since several routes are available for emergency vehicles to access the site (and plans call for emergency vehicle to be able to traverse the transit plaza), impacts associated with emergency vehicles are considered less than significant.

### **Construction Impacts**

Mitigation Measure 4.12-7(a) from the 2016 RSPU SEIR would be applicable to the proposed 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.

## **Mitigation Measures**

### ***2007 DEIR Mitigation Measures***

The following describes each significant transportation impact along with recommended mitigation measures, as reported in the 2007 RSP EIR. This is followed by a discussion of whether that impact was also found to be significant in the 2016 RSPU SEIR. The next section then describes any 2016 RSPU SEIR mitigations recommended for those significant impacts.

#### Impact 6.12-1 (Degraded City Intersections Under Baseline Conditions)

Page 4.12-202 and 4.12-203 in the 2016 RSPU SEIR summarizes the transportation-related mitigation measures from the 2007 RSP EIR (which are listed in pages 6.12-65 through 6.12-135 of the 2007 RSP EIR). None of the mitigation measures for intersection impacts identified in the 2007 RSP EIR were found to be directly applicable to the proposed project. This occurred as a result of a variety of factors ranging from changes in LOS policies, different physical improvements now built/planned in the RSP Area, and other factors.

#### Impact 6.12-2 (Degraded City Roadway Segments Under Baseline Conditions)

The 2007 RSP EIR (at page 6.12-71) identified one impacted roadway segment but did not recommend any feasible mitigation measures. The 2016 RSPU SEIR did not include roadway segment analysis of policies of the City of Sacramento were modified by that time such that this type of analysis is no longer required.

#### Impact 6.12-3 (Degraded Freeways Under Baseline Conditions)

Impact 6.12-3 of the 2007 RSP EIR found that the initial phase of the 2007 RSP could result in significant impacts to various freeway facilities maintained. The full discussion of this topic is located on pages 6.12-72 through 6.12-74 of the 2007 RSP EIR. Impact 6.12-4 of the 2007 RSP EIR identified additional significant impacts of the initial phase of the 2007 RSP on freeway facilities. However, the analysis of freeway facilities has evolved since that time such that the methodology utilized in Impact 6.12-4 is no longer applicable. Similar to the 2007 RSP EIR, the proposed RSPU would cause some freeway facilities maintained by Caltrans to have degraded operating conditions.

Mitigation Measure 6.12-3 of the 2007 RSP EIR identified significant impacts on portions of I-5 at Richards Boulevard and J Street (see pages 6.12-72 through 6.12-74 of the 2007 RSP EIR). However, no feasible mitigation was available at that time. Mitigation Measure 4.12-1 of the 2016 RSPU SEIR includes mitigation for freeway impacts.

#### Impact 6.12-4 (Degraded Freeway Ramp Intersections Under Baseline Conditions)

Page 4.12-202 and 4.12-203 in the 2016 RSPU SEIR summarizes the transportation-related mitigation measures from the 2007 RSP EIR (which are listed in pages 6.12-65 through 6.12-135 of the 2007 RSP EIR). None of the mitigation measures for intersection impacts (including those at freeway ramp intersections) identified in the 2007 RSP EIR were found to be directly applicable to the RSPU. This occurred as a result of a variety of factors ranging from changes in LOS policies, different physical improvements now built/planned in the RSP Area, and other factors.

#### Impact 6.12-5 (Degraded Freeway Off-Ramp Queuing Under Baseline Conditions)

The 2007 RSP EIR identified a significant impact caused by the first phase of its development, resulting from vehicle queue spillbacks at the northbound I-5 off-ramp at J Street that extend onto the mainline. Similar to the 2007 RSP EIR, the proposed RSPU would cause vehicular queues at off-ramps along I-5 to queue back onto the freeway mainline. Mitigation Measure 4.12-1 of the 2016 RSPU SEIR includes mitigation for freeway impacts.

#### Impact 6.12-6 (Impacts to Transit Under Baseline Conditions)

The 2007 RSP EIR identified a significant impact caused by the first phase of its development, resulting from a demand for public transit that exceeds the available supply. That document did not evaluate the project's effects on public transit operations or adequacy of providing access to transit, which is defined as a person's ability to reach the bus stop or light rail platform with little

difficulty, and to then have adequate space at the stop or platform while waiting for the next arriving bus or train. Mitigation Measure 6.12-6 of the 2007 RSP EIR called for the 2007 RSP to pay a fair share toward transit construction and operating expenses and dedicate right-of-way within the RSP Area to enable RT to ultimately construct the light rail extension to Sacramento International Airport. Due to changes in how transit impacts are judged (i.e., exceeding the comfortable carrying capacity of a transit vehicle should no longer be considered a significant impact according to the *Technical Advisory*) and given Regional Transit's acknowledgement at the time that they would work with the various RSPU components to ensure that transit service is provided when needed), impacts on transit ridership are not considered significant effects. However, effects on transit operations and access to transit (i.e., platform size, ability to walk to station) are considered effects that could be potentially significant and were accordingly analyzed in the 2016 RSPU SEIR. That evaluation concluded that adequate access to transit was provided and therefore mitigations for transit impacts were not required.

#### Impact 6.12-7 (Impacts to Bicycle Facilities Under Baseline Conditions)

This impact found that the initial phase of the 2007 RSP could result in a significant impact on bicycle facilities because it was not consistent with the City's Bicycle Master Plan and design standards. Mitigation Measure 6.12-7 of the 2007 RSP EIR called for the 2007 RSP to ensure that bicycle facilities connect to the existing/planned City network and that the on-site bicycle facilities meet the intent of the City's Bicycle Master Plan and design standards.

The 2016 RSPU SEIR concluded the RSPU would provide a convenient and connected system of bike facilities. Accordingly, the RSPU would not adversely affect existing bicycle facilities or fail to provide for access by bicycle. The 2016 RSPU SEIR concluded that mitigations for bicycle facility impacts were not required.

#### Impact 6.12-8 (Impacts to Pedestrian Facilities Under Baseline Conditions)

This impact found that the initial phase of the 2007 RSP could result in unsafe conditions for pedestrians due to the lack of detail with regard to provision of pedestrian facilities. Mitigation Measure 6.12-8 of the 2007 RSP EIR called for the 2007 RSP to construct sidewalks on all frontage improvements. The RSPU would provide sidewalks on both sides of nearly all public streets. Accordingly, the RSPU would not adversely affect existing bicycle facilities or fail to provide for access by bicycle. The 2016 RSPU SEIR concluded that mitigations for pedestrian facility impacts were not required.

#### Impact 6.12-9 (Inadequate Parking Capacity)

This impact found that the initial phase of the 2007 RSP would have inadequate parking supply to accommodate the projected demand. Mitigation Measure 6.12-9 of the 2007 RSP EIR called for a parking management plan. The RSPU did not evaluate parking supply because the direct effects of providing parking are not considered an area of potential effect under CEQA.

#### Impacts under Baseline/Near-Term and Cumulative Conditions

Impacts 6.12-10 through 6.12-15 of the 2007 RSP evaluate the same topics as Impacts 6.12-1 through Impact 6.12-6, respectively, but under near-term versus baseline conditions. The 2016 RSPU SEIR did not evaluate a near-term condition because CEQA does not require such a scenario to be analyzed. Accordingly, no further comparisons of this condition are made.

Impacts 6.12-16 through 6.12-21 of the 2007 RSP evaluate the same topics as Impacts 6.12-1 through Impact 6.12-6, respectively, but under long-term versus baseline conditions with the initial phase of the project. The 2016 RSPU SEIR did not evaluate a long-term plus initial phase of the project scenario because CEQA does not require such a scenario to be analyzed. Accordingly, no further comparisons of this condition are made.

Impacts 6.12-12 through 6.12-30 of the 2007 RSP evaluate the same topics as Impacts 6.12-1 through Impact 6.12-9, respectively, but under long-term full project conditions versus baseline initial phase conditions. The 2016 RSPU SEIR evaluated a similar cumulative scenario and found various significant transportation impacts. Mitigation for those impacts required implementation of the same mitigation strategies as were identified under baseline conditions.

### **2016 RSPU SEIR Mitigation Measures**

Generally speaking, the 2016 RSPU SEIR contained fewer mitigation measures for transportation-related significant impacts when compared to the 2007 RSP EIR. This occurred for several reasons. First, the RSPU was developed with more ‘built-in’ mitigations, such as adequate bicycle/pedestrian facilities, Second, strategies for mitigating impacts to I-5 changed, such that a fair share payment in the 2016 RSPU SEIR was considered appropriate versus a lengthy list of fair share contributions as described in the 2007 RSP EIR. Third, CEQA requirements changed between 2007 and 2016 such that certain topics such as transit ridership and parking supply were no longer considered areas of potential effect.

The 2016 RSPU SEIR identified the following mitigation measures for the proposed new MLS Stadium, some of which are similar to or build upon the measures in the 2007 EIR. The addition of a new MLS Stadium to the RSPU necessitated development of an Event Transportation Management Plan (TMP) and mitigation measures described below. None of the mitigation measures for MLS Stadium related impacts identified in the 2007 RSP EIR were found to be directly applicable to the proposed project.

#### **Mitigation Measure 4.12-1(a)**

- ii. Each project developed pursuant to the RSPU shall pay the applicable fee for the I-5 Subregional Corridor Mitigation Program (SCMP) prior to issuance of building permits.*
  
- iii. Convert existing Dos Rios Street leg at 12<sup>th</sup> Street/North B Street intersection to a right-turn only intersection that does not operate as part of the traffic signal.*

Payments into the I-5 SCMP would represent fair share contributions to improve I-5 including partial funding for reconstruction of the I-5/Richards Boulevard interchange. Reconstruction of this interchange would reduce congestion at the interchange as well as adjacent intersections such as Richards Boulevard/Bercut Drive. This fee also helps fund other improvements such as I-5 HOV lanes and the extension of the LRT Green Line to Natomas.

#### **Mitigation Measure 4.12-1(a)(ii-iii)**

- iv. Each project developed pursuant to the RSPU shall pay the applicable fee for the I-5 Subregional Corridor Mitigation Program (SCMP) prior to issuance of building permits.*
- v. Convert existing Dos Rios Street leg at 12<sup>th</sup> Street/North B Street intersection to a right-turn only intersection that does not operate as part of the traffic signal.*

Payments into the I-5 SCMP would represent fair share contributions to improve I-5 including partial funding for reconstruction of the I-5/Richards Boulevard interchange. Reconstruction of this interchange would reduce congestion at the interchange as well as adjacent intersections such as Richards Boulevard/Bercut Drive. This fee also helps fund other improvements such as I-5 HOV lanes and the extension of the LRT Green Line to Natomas.

#### **Mitigation Measure 4.12-7**

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*
- *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*

### **Additional 2021 Mitigation Measures**

No additional mitigation measures are proposed.

### **Conclusion**

The proposed project would be constructed within the footprint previously analyzed in the 2007 RSP EIR and 2016 RSPU SEIR. Developmental capacity of the proposed project was included as part of the cumulative analysis contained in 2016 RSPU SEIR. The proposed project would not cause any new significant impacts related to transportation.

Based on current methodologies for measuring transportation impacts, the project land uses would cause less than significant impacts based on their location in a VMT-efficient location (based on SACOG mapping). There is no 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, project impacts related to transportation would not require the preparation of a subsequent EIR and the conclusions of the 2016 RSPU SEIR remain valid.

Development of a retail and entertainment venue adjacent to a multi-modal transit center within the Sacramento Urban Core would help reduce vehicle trips generated by the proposed uses. Therefore, vehicle trips generated by the implementation of the proposed project would not generate operational emissions in excess of what was previously analyzed.

## 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?
<b>18. Utilities and Service Systems.</b> Would the project:					
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	RSP DEIR page 6.11-10 to 6.11-12 RSPU SEIR page 4.13-12	No	No	No	Yes
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?	RSP DEIR page 6.11-10 to 6.11-12 RSPU SEIR page 4.13-12	No	No	No	Yes
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?	RSP DEIR page 6.11-10 to 6.11-12 RSPU SEIR page 4.13-15	No	No	No	Yes 2007 RSP EIR MM 6.11-1, 6.11-2, & 6.11-8
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	Yes 2016 RSPU SEIR MM 4.13-7
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?	RSP DEIR page 6.11-10 to 6.11-12 RSPU SEIR page 4.13-12	No	No	No	No
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	RSP DEIR page 6.10-26 to 6.10-29 RSPU SEIR page 4.13-57 to 4.13-60	No	No	No	Yes
g. Comply with federal, state, and local statutes and regulations related to solid waste?	RSP DEIR page 6.10-26 to 6.10-29 RSPU SEIR page 4.13-57 to 4.13-60	No	No	No	Yes
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	Yes

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	Yes
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**Discussion**

**Relevant Changes Project Related to Utilities and Service Systems**

The RSP Area is mainly in the same condition as was during the 2007 RSP preparation with existing Railyard buildings surrounded by raw land. The wastewater and storm drainage currently flow directly to the City’s combined sewer system (CSS). Some stormwater runoff is captured in on-site depressions and a retention basin constructed south of Railyards Boulevard captures the runoff from the Railyards Boulevard, 5th Street, and 6th Street.

The Central Shops area discharges into the CSS. Existing storm drainage and sanitary sewer pipelines that are in use in the RSP Area are limited to those that are located in the historic Central Shops area and those located south of the main railroad lines. The pipelines in the Central Shops area are limited to conveyance of treated discharge from the groundwater remediation program, while those located south of the main railroad line convey both storm drainage and sanitary flows south to the CSS. Based on the 2016 RSPU SEIR, these pipelines convey small volumes of stormwater and sanitary sewer flows to trunk lines in 7th Street and 3rd Street.

Subsequent to the 2007 RSP, 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 provide conveyance of offsite flows from the River District, located to the north of RSP Area to CSS at 3rd Street. The City 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 to avoid using the existing and constrained CSS system. A separate City project is planned to construct a lift station within the RSP Area, conceptually planned to be located on Lot 51b, east of 10th Street. Since completion of the 2016 RSPU SEIR, the pump structure has been built on the adjacent lot within the Railyards.

**Relevant Changes to Environmental Setting**

The project site, which is a subset of the RSP Area and located within the Central Shops District was analyzed in the 2007 EIR, has remained largely undeveloped since the certification of the 2007 RSP EIR and 2016 RSPU SEIR. There have been no substantial changes to the RSP Area or the project site that would result in the proposed project having new significant impacts to utilities and service systems that were not considered in the prior environmental documents or that substantially increase the severity of a previously identified impacts.

**Comparative Impacts Discussion**

The 2007 RSP EIR and 2016 RSPU SEIR identified and analyzed potential impacts to utilities and service systems for the planned development footprint covered by the RSP. The proposed project covers a portion of this RSP development footprint. The proposed project has the similar

utility plans for connections to the existing water supply system, as were analyzed in the 2016 RSPU SEIR. Potential impacts from the proposed project, including water supply and wastewater infrastructure, were already analyzed in the 2007 RSP EIR and subsequent 2016 RSPU SEIR.

The proposed project, located north of the UPRR tracks and 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 RSP Area to the CSS at 3rd Street. The 3<sup>rd</sup> Street relief sewer pipeline conveys flows from the RSP area to the interceptor pipeline at T Street to avoid constraining the CSS system.

The proposed project would construct and utilize the onsite stormwater drainage system as analyzed in the 2016 RSPU SEIR. For the handling of stormwater flows, the project proposes to abandon a previously conceived cistern concept, which would capture first flush flows and then discharge to the City's CSS during off-peak periods. At the time of the 2016 RSPU EIR preparation, the City's CSS did not possess adequate capacity to convey wastewater flows from the full RSP Area without the addition of the cistern. However, the project proposes to convey stormwater flows through the proposed stormwater outfall system, analyzed in the 2016 RSPU SEIR, to accommodate stormwater drainage from the RSP Area, thus, resulting in lower flows of only sewage into the CSS. The proposed project's preliminary utility plans show the planned water, sewer, and stormwater infrastructure on the project site with the existing nearest utility network connections.

No new significant impacts have been identified at the new location, as the location remains disturbed, such as it was when previously analyzed in the 2007 Railyards Specific Plan EIR and the 2016 RSPU SEIR. As such, with the use of the stormwater outfall, no new significant impacts related to wastewater flows would be anticipated to occur as a result of the proposed project. Therefore, the proposed project would not result in new or more significant effects to utilities and service systems than were discussed in the 2007 RSP EIR and 2016 RSPU SEIR. No new information or changes under the proposed project are known which would affect this conclusion. Therefore, the conclusions of the EIR and SEIRs remain valid, and no further analysis is required.

## **Mitigation Measures**

### ***2007 DEIR and 2007 FEIR Mitigation Measures***

#### **Mitigation Measure 6.11-1:**

Prior to completion of the cistern, the City shall limit development of the proposed project so that combined wastewater and stormwater flows do not exceed the project's peak flow sewage generation rate of 9.43 mgd.

**Mitigation Measure 6.11-2:**

The City shall limit development of the proposed project so that combined wastewater and stormwater flows do not exceed a flow rate of five cubic feet per second, until (1) the cistern and outfall for stormwater flows are constructed, and/or (2) planned CSS improvements for wastewater flows are implemented.

**Mitigation Measure 6.11-8:**

Implement one of the following measures to mitigate potential future maximum daily demand deficit:

- a) *Implement maximum Day Demand Conservation in the proposed project*
- b) *Implement Diversion and WTFP as a cost-sharing partner in Sacramento River Water Reliability Study*
- c) *Implement a City of Sacramento Only Sacramento River Diversion and WTP.*
- d) *Increase Groundwater Pumping.*

**2016 Subsequent EIR Mitigation Measures**

**Mitigation Measure 4.13-7:**

Implement one of the following measures to ensure sufficient water supply capacity:

- a) *Maximize Water Conservation*
- b) *Implement New Water Diversion and/or Treatment Infrastructure*
- c) *Implement additional groundwater pumping*

**Additional 2021 Mitigation Measures**

No additional mitigation measures are required.

**Conclusion**

Changes introduced by the proposed project and/or new circumstances relevant to the proposed project would not, as compared to the 2007 RSP EIR and 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 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 2007 RSP EIR or 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.