City of SACRAMENTO
Community Development

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: **Sacramento Republic FC Stadium (Z25-042)**

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

The City of Sacramento, Community Development Department, has reviewed the proposed project and on the basis of the whole record before it, has determined that there is no substantial evidence that the project, as identified in the attached addendum, would have a significant effect on the environment beyond that which was evaluated in the previously certified subsequent environmental impact report (SEIR). 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 SEIR 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: August 15, 2025

By: Scott Johnson

Scott Johnson, Principal Planner

SACRAMENTO REPUBLIC FOOTBALL CLUB STADIUM PROJECT

Subsequent Environmental Impact Report Addendum and Environmental Checklist

Prepared for
City of Sacramento
Community Development Department
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June 2025

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SACRAMENTO REPUBLIC FOOTBALL CLUB STADIUM PROJECT

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Introduction

The Sacramento Republic Football Club ("SRFC" or "Sacramento Republic FC") Stadium Project ("Proposed Project") is being developed by Sacramento Republic FC and is proposed for the eastern portion of the Sacramento Railyards Specific Plan (RSP) Area. The Proposed Project includes the development of a 12,000-seat stadium, with associated plaza areas, lighting, and offsite transportation and utility infrastructure improvements as an initial phase. In the future the SRFC Stadium Project could be expanded to approximately 20,000 or more seats, up to a maximum of 25,000 seats. The stadium is intended to serve as the home venue for Sacramento Republic FC, a United Soccer League (USL) team, and would also function as a large-scale concert and event venue. The Proposed Project site is located north of the Alkali Flat neighborhood and the planned alignment of Railyards Boulevard.

Development of the project site as a professional soccer stadium was analyzed at a project level in the 2016 RSPU SEIR, which evaluated a Major League Soccer (MLS) stadium with an initial capacity of 20,000 seats, and potential expansion to 25,000 seats. That version of the project is hereinafter referred to as the "2016 MLS Stadium Project." The 2016 MLS Stadium Project was approved by the City Council, which granted the entitlements for Site Plan Design Review (Resolution No. 2016-0388). The current stadium proposal represents a variation in size, phasing, and design, but remains within the development envelope previously evaluated.

For the City to approve the Site Plan and Design Review (SPDR) application or other entitlements for the Proposed Project, the City must ensure that environmental review has been completed consistent with the requirements of the California Environmental Quality Act (CEQA) and the State CEQA Guidelines. The Proposed Project site is located within the RSP Area, for which CEQA documentation has previously been prepared through several environmental documents. The 2016 Railyards Specific Plan Update Subsequent EIR (2016 RSPU SEIR) analyzes the development of a professional soccer stadium on the project site at a project level. Therefore, that document serves as the primary basis for this Addendum. The prior CEQA documents for the RSP Area are listed below and are available on the City's website at: https://www.cityofsacramento.gov/community-development/planning/environmental/impact-reports:

- Railyards Specific Plan EIR, SCH No. 2006032058 (certified November 2007) ("2007 RSP EIR");

- Addendum to the Railyards Specific Plan EIR (approved April 9, 2012) ("2012 Addendum");
- Railyards Specific Plan Update, KP Medical Center, MLS Stadium, & Stormwater Outfall Subsequent EIR, SCH No. 2006032058 (certified October 2016) ("2016 RSPU SEIR");
- Sacramento Valley Station Area Plan Addendum to the 2016 RSPU SEIR (approved April 6, 2021) ("SVS Area Plan Addendum"); and
- Central Shops at the Railyards Addendum to the 2016 RSPU SEIR (approved March 3, 2022) ("Paint Shop Addendum")
- Kaiser Permanente Railyards Addendum to the 2016 RSPU SEIR (approved December 12, 2024) ("KP Railyards Addendum")

Because the 2016 RSPU SEIR analyzed stadium development on the site at a project level, it serves as the primary CEQA document to which this Addendum is being prepared. References to the other prior and subsequent CEQA documents listed above are provided for informational context only and to reflect the broader history of CEQA review in the Railyards area over the past two decades.

Although the requested Site Plan and Design Review (SPDR) approval currently before the City for the Proposed Project, and other potential entitlements the City may need to approve for the Proposed Project, would result in refinements to the previously approved 2016 MLS Stadium Project, the City can rely on information contained in the certified CEQA documents identified in the Introduction and described in greater detail in the Project Background section, to the extent such information remains relevant and adequate. Consistent with the requirements of CEQA Guidelines Section 15162, the City must determine whether any changed circumstances or "new information of substantial importance" would trigger the need for preparation of a subsequent or supplemental EIR.

Pursuant to CEQA Guidelines Section 15162, no subsequent or supplemental EIR shall be prepared unless, based on substantial evidence in light of the whole record, the lead agency determines that one or more of the following conditions is met:

(1) Substantial changes are proposed in the project that would require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes in the circumstances under which the project is undertaken that would require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in severity of previously identified significant effects;

(3) New information of substantial importance, which was not known and could not have been known at the time the previous EIR was certified, shows that:

(A) The project will have one or more significant effects not discussed in the previous EIR;

(B) Previously identified significant effects will be substantially more severe;

(C) Mitigation measures or alternatives previously found not feasible would in fact be feasible and would substantially reduce one or more significant effects, but are not adopted by the project;

(D) Considerably different mitigation measures or alternatives would substantially reduce one or more significant effects, but are not adopted by the project.

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

This Addendum and supporting environmental checklist have been prepared to determine whether any additional environmental review would be required for the City to consider approval of the Proposed Project. This analysis considers whether the Proposed Project, or the environmental conditions that exist today, have changed such that new or substantially more severe environmental impacts would occur from development of the Proposed Project, as compared to the impacts of developing the project site as evaluated in the 2016 RSPU SEIR.

This Addendum evaluates whether the refinements in stadium size, design and phasing would result in new significant impacts or substantially more severe impacts than those disclosed in the prior certified EIR. As demonstrated in the analysis that follows, no such impacts would occur, and therefore, pursuant to Public Resources Code 21166 and the related CEQA Guidelines Section 15162, preparation of a subsequent or supplemental EIR is not required.

As demonstrated in the analysis presented in this Addendum and based on the information contained in the 2016 RSPU SEIR, none of the conditions requiring a subsequent EIR under CEQA Guidelines Section 15162 apply to the Proposed Project. The modifications proposed under the current Site Plan and Design Review request do not introduce new or more severe impacts beyond those already evaluated in the certified 2016 SEIR. Therefore, preparation of a subsequent or supplemental EIR is not required, and this Addendum is appropriate pursuant to CEQA Guidelines Section 15164.

Project Background

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

Railyards Specific Plan Environmental Impact Report (2007)

In December 2006, the majority of the RSP Area was sold by Union Pacific Railroad to a private developer, and a parcel around the historic Depot was sold to the City. Based on plans of the new owner, in 2007 the City certified the 2007 RSP EIR and approved the 2007 RSP. In the intervening years certain elements of the 2007 RSP were implemented including realignment of the UPRR tracks, construction of extensions of 5th and 6th streets, as well as construction of Railyards Boulevard from 7th Street to the Bercut Drive alignment.

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

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

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

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

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

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

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

MLS Stadium on a 14.7-acre parcel in the RSP Area. In addition, DRV proposed construction of a Stormwater Outfall and associated pump station, both of which were key elements in the future storm drainage system intended to serve the future development in the RSPU Area.[1]

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

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

> The proposed MLS Stadium would include the construction of an outdoor stadium intended to accommodate sporting and entertainment events. It is expected that the stadium would be initially built with capacity for up to approximately 19,700 ticketed attendees, but over time could be expandable to accommodate up to 25,000 ticketed attendees.

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

The 2016 RSPU SEIR analysis included consideration of the 2016 MLS Stadium Project at: (i) a greater level of detail than that conducted for the other land use designations within the RSPU Area. The 2007 RSP EIR did not contemplate a professional soccer stadium or related use, so the 2016 RSPU EIR was the first document to provide environmental analysis specific to the Proposed Project.

Sacramento Valley Station Area Plan Addendum to the 2016 RSPU SEIR

In 2021, the City of Sacramento proposed the Sacramento Valley Station Area Plan, which provided for development of a proposed intermodal transit facility at the Sacramento Valley Station, to include a bus mobility hub and light rail transit center. In addition to projects within the Sacramento Valley Station development, the Area Plan also included proposed future buildout of areas designated in the 2007 RSP for transportation related use as a mix of office, residential, and hotel use. To comply with the requirements of CEQA the City approved an Addendum to the 2016 RSPU SEIR ("SVS Area Plan Addendum") on April 6, 2021, which analyzed the changed impacts from implementation of the Sacramento Valley Station Area Plan relative to impacts from analyzed in the RSPU SEIR. The SVS Area Plan Addendum concluded

[1] As of August 2024, the Stormwater Outfall has been constructed, and the Stadium is no longer being pursued for the MLS league at this time. Entitlements for the stadium use are still valid through 2029.

that the analysis in the 2016 RSPU SEIR was sufficient to provide CEQA compliance for the proposed Sacramento Valley Station Area Plan.

Central Shops at the Railyards Addendum to the 2016 RSPU SEIR

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

Kaiser Permanente Railyards Addendum to the 2016 RSPU SEIR

Kaiser Permanente proposed to construct and operate an initial phase of the KP Medical Center project analyzed in the 2016 RSPU SEIR. In 2024, Kaiser Permanente requested Site Plan and Design Review for the development of Phase 1 of the Kaiser Permanente Sacramento Railyards Medical Center, located at the northeast corner of Railyards Blvd. and Bercut Dr., within the Railyards Specific Plan (RSP) Area. The Phase 1 Project would provide healthcare services, including an acute care hospital, a hospital support building, and ancillary facilities. The Phase 1 Project would also feature the Stanford Walk—a pedestrian environment with a Class 1 bike path and pedestrian pathways—along with a structured parking garage, surface parking, and other supportive amenities such as all-electric facilities and sustainable building design features. To comply with the requirements of CEQA the City prepared an Addendum to the 2016 RSPU SEIR, which was approved by the City on December 12, 2024.

Conclusion

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

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

The most recent Kaiser Permanente Railyards Addendum evaluated the refined initial phase of the 2016 KP Railyards Project, which included a refined site layout and square footage of the proposed medical center. This analysis did not address the 2016 MLS Stadium Project, and the

changes analyzed in the Addendum did not identify any new significant impacts or increase in the severity of identified significant impacts analyzed in the 2016 RSPU SEIR.

For this reason, the analyses in this Addendum expressly focus on the differences between the Proposed Project and the analysis of the 2016 MLS Stadium Project in the 2016 RSPU SEIR. The 2007 RSP EIR, 2012 Addendum, and recent addendums to the 2016 RSPU SEIR (i.e., the SVS Area Plan Addendum and the Paint Shop Addendum) are not directly relevant to the Sacramento Republic FC Stadium Project and are therefore not discussed further in this Addendum.

Project Location

The Proposed Project site is located in the City of Sacramento, California, approximately 80 miles north-east of San Francisco and 85 miles south-west of Lake Tahoe. Sacramento is a major transportation hub, the point of intersection of transportation routes that connect Sacramento to the San Francisco Bay area to the west, the Sierra Nevada mountain range and Nevada to the east, Los Angeles to the south, and Oregon and the Pacific Northwest to the north.

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

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

The Proposed Project site is located in the eastern portion of the RSP Area within Assessor's Parcel Number 002-0010-074, which is bounded by Union Pacific Railroad (UPRR) to the south, industrial uses and B Street to the north and 7th Street, the AJ development, and active construction of the Kaiser Permanente Railyards project to the west (see **Figure 3**). The stadium site includes Lots 52A, 52B, 52C, 52D, and 52E within the RSP Area Tentative Plan (see 2016 RSPU SEIR, Figure 2-11).

Sacramento Republic Football Club Stadium Project

Project Elements

The SRFC Stadium Project would serve as the home venue for Sacramento Republic FC, a professional United Soccer League (USL) team, and would also accommodate concerts and other large-scale events. The Proposed Project would be implemented in phases. The initial development phase would include construction of a 12,000-seat stadium along with supporting infrastructure, plaza areas, lighting, and other site improvements described further below. In the future the SRFC Stadium Project could be expanded from 12,000 seats to approximately 20,000 or more seats, up to a maximum of 25,000 seats. There is no current proposal or timeline for such potential expansion. Nonetheless, such expansion is evaluated herein as a foreseeable part of the Proposed Project. The site is currently undeveloped and consists of flat, previously graded land.

12,000 Seat Stadium

Consistent with the description of the 2016 MLS Stadium Project in the 2016 RSPU SEIR, the Sacramento Republic FC Stadium would be developed in phases, with an initial phase as the subject of the current Site Plan and Design Review application. The initial phase would include construction of a 12,000-seat open-air stadium, associated plaza areas, circulation and access improvements, field lighting, and related site development features.

The Proposed Project represents a refined initial phase of the 2016 MLS Stadium Project analyzed in the 2016 RSPU SEIR (see **Figure 4**) and would include modifications to the previously conceptual stadium layout. This initial phase would feature four separate stands with one primary permanent stand structure and three modular bleacher-style stands wrapped in architectural scrim. In addition to the seating bowl, the Proposed Project would include entry plazas, lighting mounted on corner poles, and back-of-house spaces such as locker rooms, media areas, and support spaces. **Figures 5 and 6** provide the preliminary site plans for the 12,000-seat configuration and future expansion of the Proposed Project, respectively. **Figure 7** illustrates the proposed stadium elevations under Phase 1 of the Proposed Project.

Table 1 provides the proposed development program for Phase 1 the SRFC Stadium Project, as compared to the 2016 MLS Stadium Project. Future expansion of Stadium would provide capacity of up to 25,000 seats. Square footage of uses within the overall project is not available for future phase expansion. However, expanded uses would be anticipated to be similar to those anticipated for future expansion of the 2016 MLS Stadium Project.

TABLE 1
SRFC STADIUM PROJECT – DEVELOPMENT SUMMARY

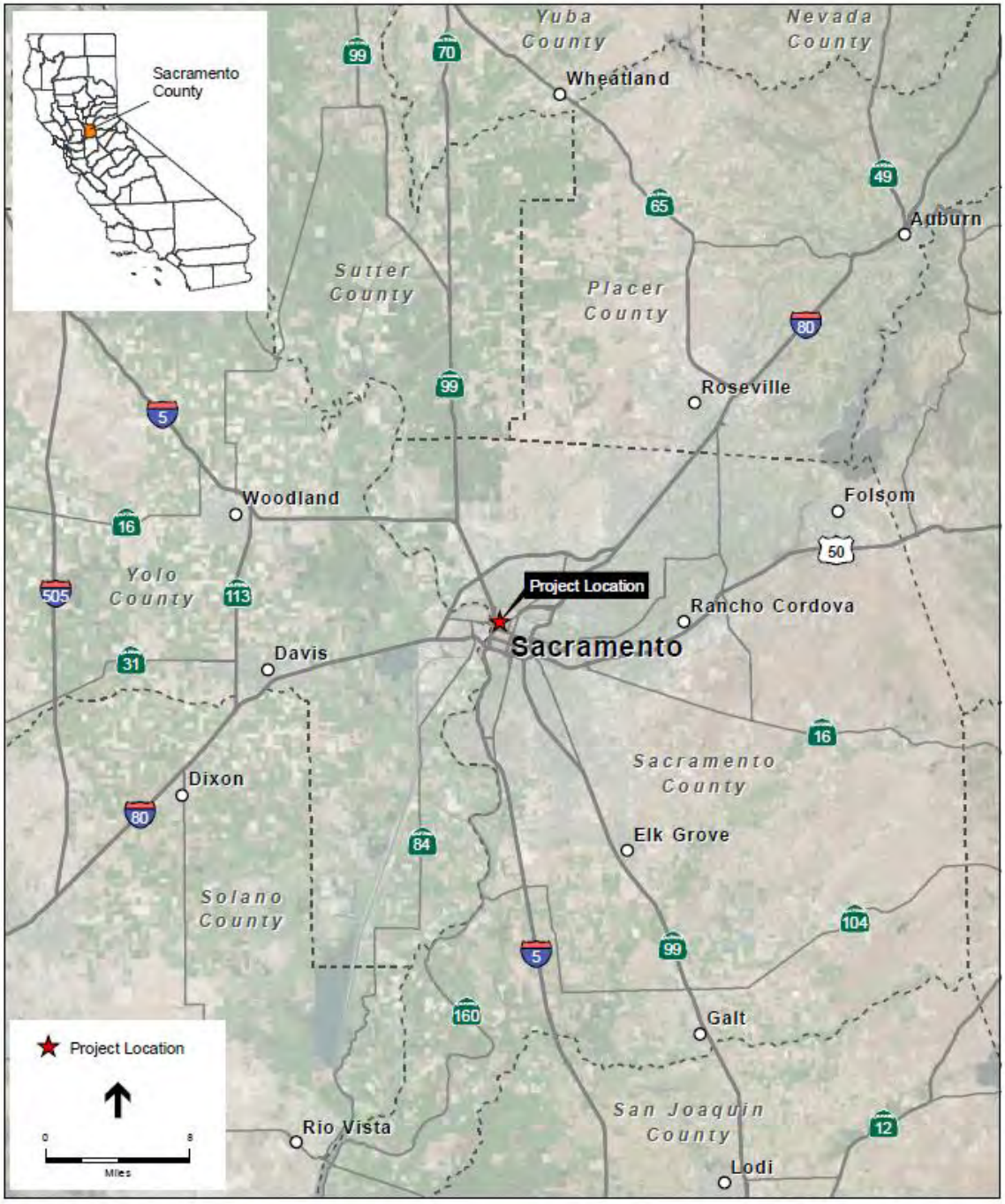
Stadium Component	Example Uses	2016 MLS Stadium	Proposed 12,000 Seat Stadium
Seating Areas	General seating, supporters seating, standing room decks club seating, loge box seating, suites	161,500 s.f.	86,500 s.f.
Circulation	Concourse, stairs, elevators	93,000 s.f.	-
Field Club	Lounge and bar areas, concessions, restrooms, storage, field suites	11,000 s.f.	12,000 s.f.
Kitchen/Commissary	Food storage and preparation, offices	8,500 s.f.	3,750 s.f.
Team Facilities and Locker Rooms	Home team locker room; training and treatment rooms; coaches lockers; laundry facilities; storage; visiting team locker room; officials locker room, performer dressing rooms and lounges, auxiliary locker rooms, family room	18,000 s.f.	19,000 s.f.
Media Facilities	Press conference and interview rooms, workrooms, storage	5,000 s.f.	3,750 s.f.
Stadium Operations, Maintenance, and Support	First aid, fire command, stadium operations offices, stadium maintenance (security guard, building maintenance office and storage, groundskeeping office and storage), loading dock, storage, employee locker rooms, trash rooms, building workshop	13,000 s.f.	25,000 s.f.
Security/Police Facilities	Security command center	2,500 s.f.	1,000 s.f.
Concession	Concession, storage, and service areas	N/A	11,500 s.f.
Ticketing	Ticketing areas, offices storage	N/A	1,000 s.f.
Retail	Team store, satellite retail stores, office, storage	N/A	8,000 s.f.
Club Space	Lounge and bar areas, concessions, restrooms, storage	N/A	18,750 s.f.
Other Useable Spaces	Lobbies, restrooms	N/A	14,500 s.f.
Concessions	Concessions, storage and service areas	17,700 s.f.	See Club Space
Ticketing	Ticketing areas, offices, storage	1,700 s.f.	See Field Level
Retail	Team store, satellite retail stores, office, storage	3,400 s.f.	N/A
Other Useable Spaces	Lobbies, restrooms	17,900 s.f.	See Club Space
Platforms	Bar and concession areas	N/A	N/A
Suites and Club Space	Suites, lounge and bar areas, lobbies, restrooms, storage, food storage and preparation areas.	20,000 s.f.	15,500 s.f.
Media and Press Facilities	TV and radio booths, media support rooms, press lobby, restrooms, storage, security control	8,500 s.f.	2,500 s.f.
Suites	Suites, restrooms, food storage and preparation areas	N/A	N/A
Media and Press Facilities	TV and radio booths, media support rooms press lobby, restrooms, security	N/A	N/A

Future Expansion

In the future the SRFC Stadium Project could be expanded from 12,000 seats to approximately 20,000 seats, and up to a maximum of 25,000 seats. The full buildout of the stadium would remain within the overall stadium capacity evaluated in the 2016 RSPU SEIR. While detailed architectural designs for this expansion have not yet been finalized, the expanded stadium configuration would generally involve the installation of additional permanent or modular seating and related facility enhancements, and development of a rooftop canopy over the seating areas. **Figure 8** provides the conceptual site plan for the full buildout of the SRFC Stadium, as anticipated through subsequent phasing.

The purpose of this Addendum is to ensure that full buildout of the proposed SRFC Stadium Project is addressed within the scope of environmental review, such that additional CEQA documentation would only be required if a future expansion triggers the conditions under CEQA Guidelines Section 15162.

Figure 1 Regional Location



SOURCE: ESRI, 2012; ESA, 2016

Sacramento Railyards Specific Plan Update . 150286

Figure 2-1
Regional Location

Figure 2 Project Vicinity

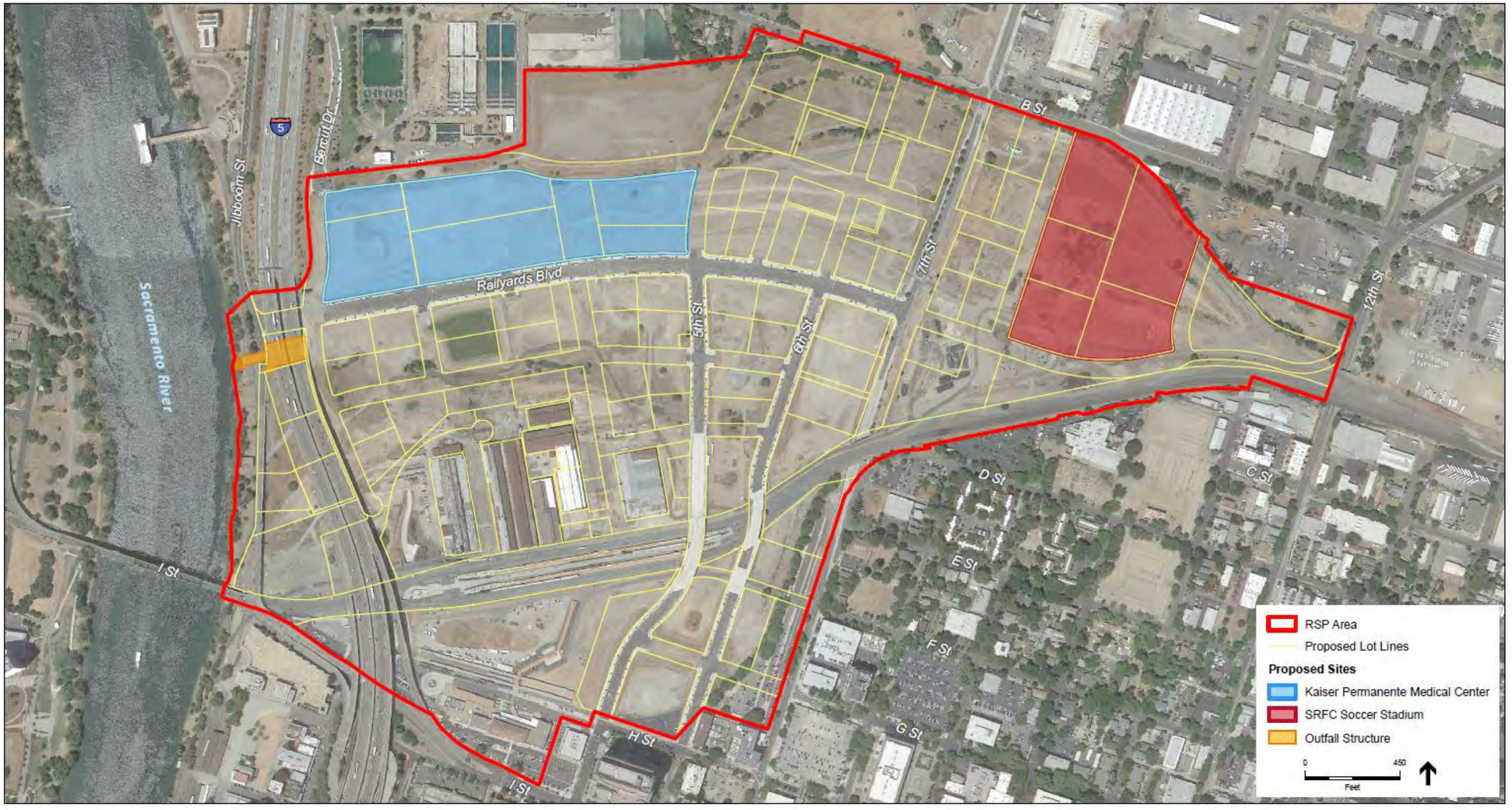
SOURCE: ESRI, 2012; City of Sacramento, 2015; Kimley-Horn, 2016; ESA, 2016

Sacramento Railyards Specific Plan Update . 150286

Figure 2-2

Project Vicinity

Figure 3 Project Site

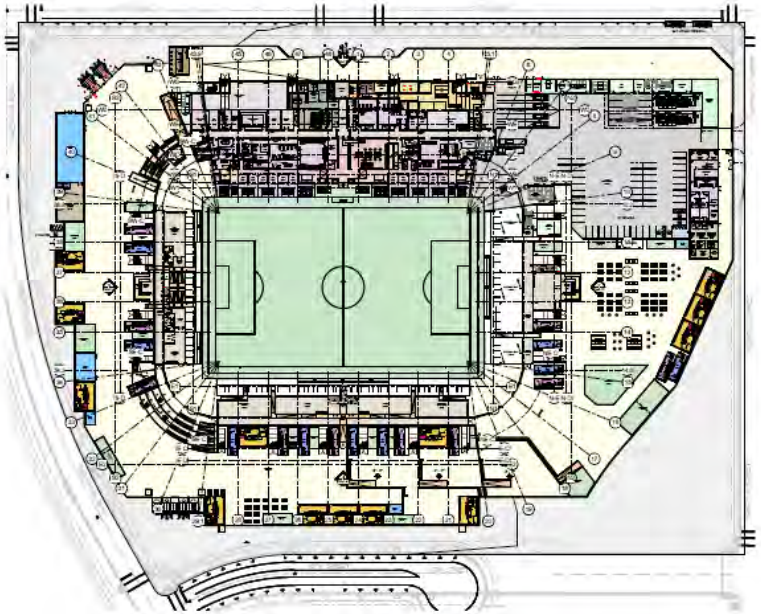


SOURCE: Kimley-Horn, 2016; AECOM, 2016; ESA, 2016

Sacramento Railyards Specific Plan Update . 150286

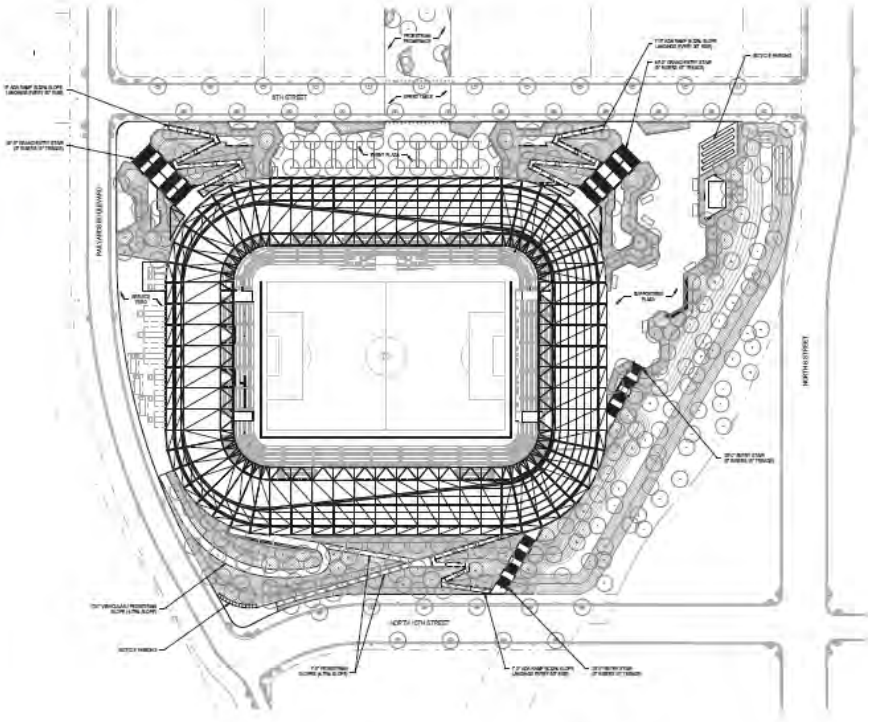
Figure 3
Project Site

Figure 4 Site Layout for Proposed the SRFC Stadium Compared to the 2016 MLS Stadium



SOURCE: MANICA 2025

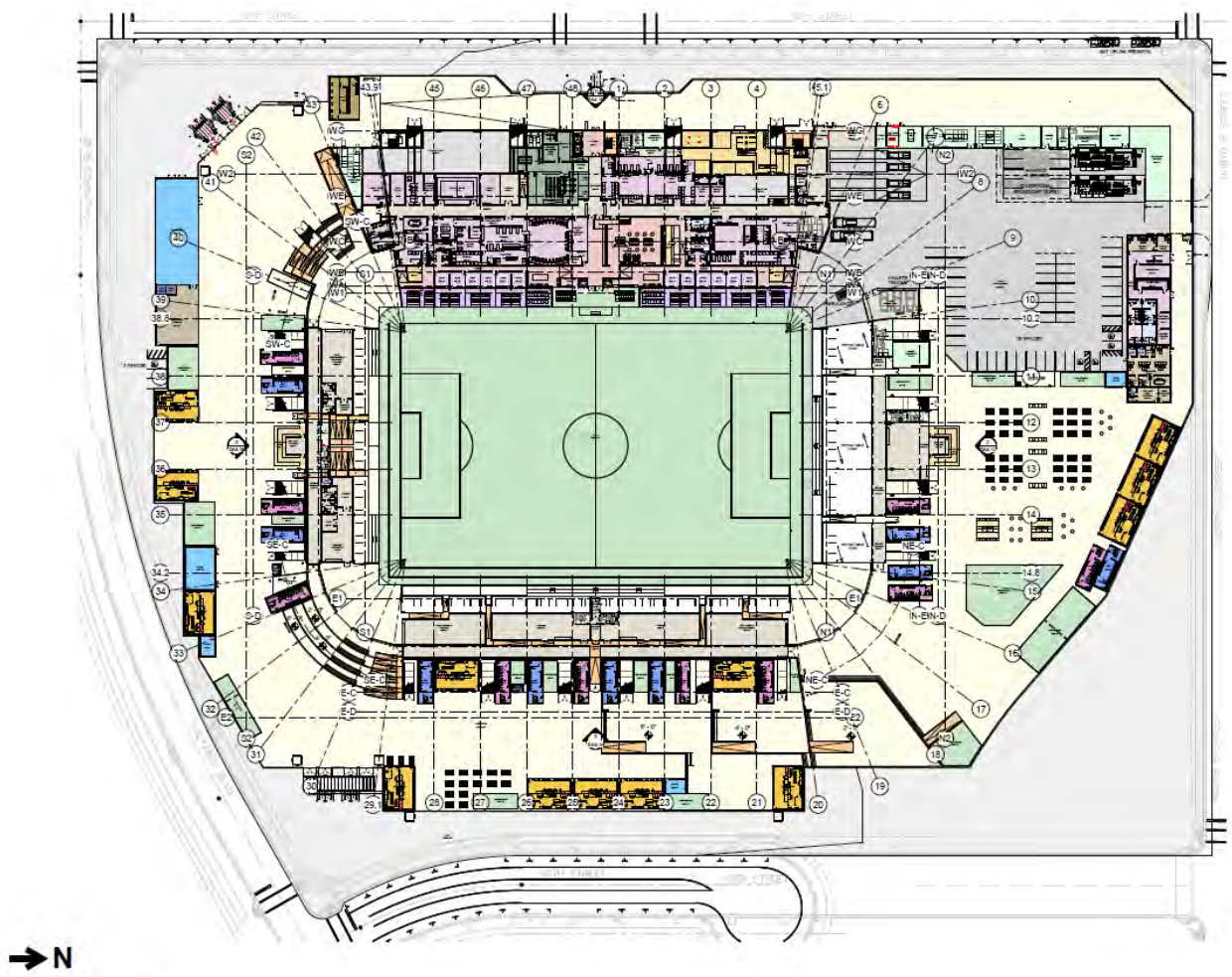
12,000-Seat Stadium Conceptual Site Plan



SOURCE: HNTB 2016

Figure 4
Previous Stadium Conceptual Site Plan

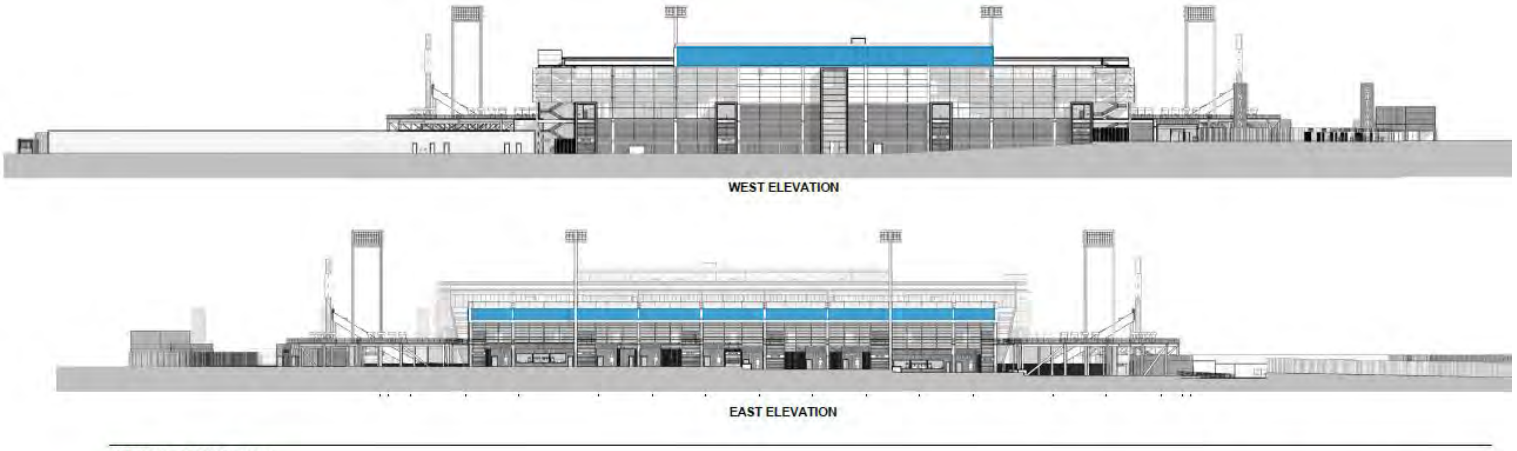
Figure 5 Proposed SRFC Stadium Field Plan



SOURCE: MANICA 2025

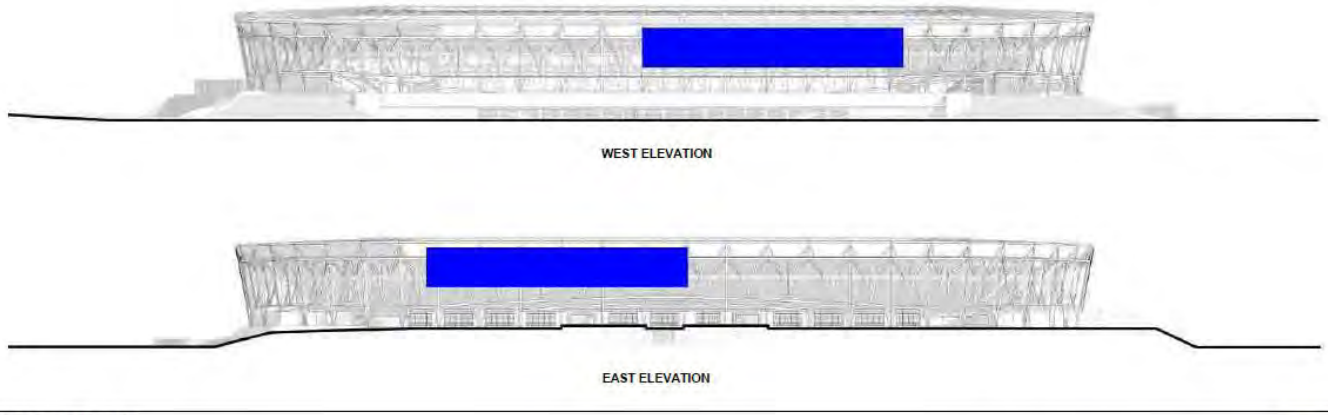
Figure 5
Stadium Field Level Plan

Figure 6 East and West Facades of Elevation Signage for the Proposed SRFC Stadium Compared to the 2016 MLS Stadium



SOURCE: MANICA 2025

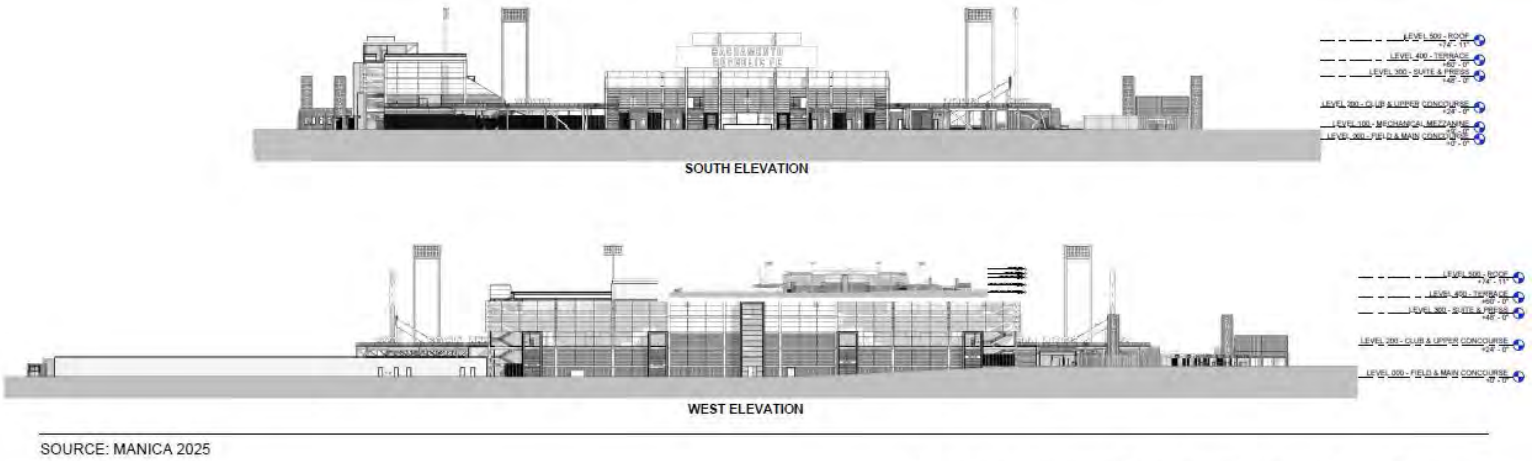
PH1 Stadium Signage Elevations



SOURCE: HNTB 2016

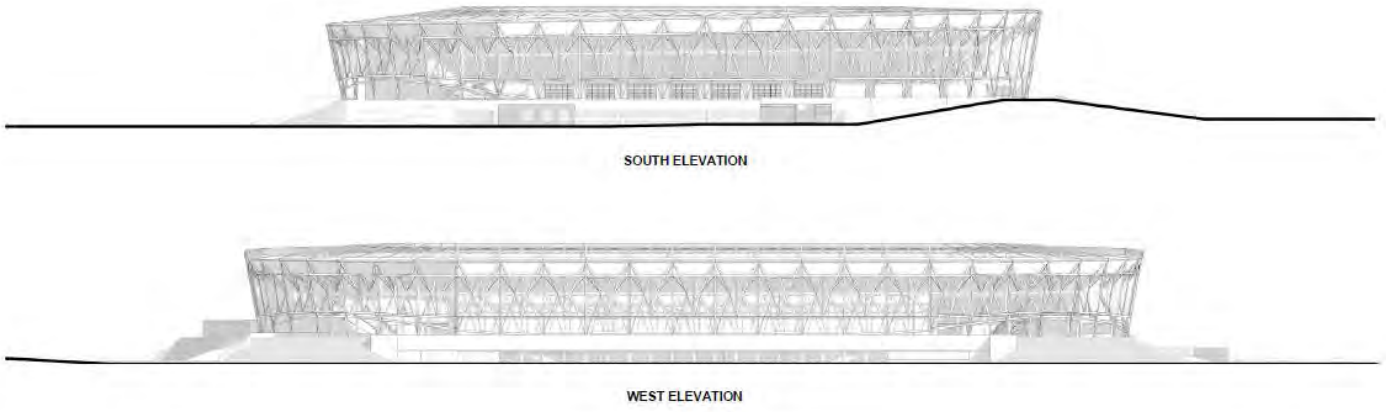
Figure 6
Previous Stadium Signage Elevations

Figure 7 South and West Facades of Proposed SRFC Stadium Compared to the 2016 MLS Stadium



SOURCE: MANICA 2025

PH1 Stadium West Elevation, Stadium South Elevation



SOURCE: HNTB 2016

Figure 7
Previous Stadium West Elevation, Stadium South Elevation

Stadium Structure and Seating Configuration

The 12,000-seat stadium would consist of four primary seating areas arranged around a regulation-size soccer pitch, including one architecturally enclosed main stand ("West Stand") and three additional modular stands on the north, south, and east sides of the field. The West Stand would include permanent seating and structural elements, while the three modular stands would be constructed using bleacher-style systems wrapped in a semi-transparent architectural scrim. The resulting configuration would include open corners between the stands.

Back-of-House and Support Facilities

The main stand constructed as part of the 12,000-seat stadium would include integrated back-of-house facilities that support both stadium operations and team use. These support functions would include team facilities and locker rooms, team offices, referee changing rooms, and secure access-controlled areas for players and staff. Media and press facilities would also be included within the main stand and would be designed to meet professional broadcast standards. Utility service connections and supporting infrastructure for these facilities are described in greater detail in the Utilities and Infrastructure section.

Additional spaces throughout the stadium would include operations offices, event control rooms, storage rooms, and staff amenities. Concession areas and public restrooms would be distributed throughout the stadium to serve spectators and event attendees. All facilities would be designed in compliance with current accessibility standards and would meet applicable building and safety codes related to occupancy, egress, and crowd management.

Stadium Design, Features, and Materials

Proposed Structures

12,000 Seat Stadium

The proposed 12,000-seat SRFC Stadium would be generally rectangular in shape, approximately 550 feet in length and 500 feet in width, excluding minor extension of elements such as access stairs and roof parapets. The stadium would be surrounded by a wide concourse with single story service, operations, concessions, retail, and restroom facilities on the stadium and the street sides of the concourse. The grade elevation from North B Street to Railyards Boulevard would rise approximately 8 feet, similarly the grade of the concourse from the service yard entrance off North B around both sides of the stadium to the main entrances on Railyards Blvd would also rise approximately 8 feet.

The parapet of the rooftop terrace of the initial stadium would be approximately 65 feet above the west entry plaza and the top of the stand would be approximately 35 feet above the east plaza (see Figure 6).

The primary entrance to the stadium would be located on the southwest corner of the structure, with secondary entrances on the southeast and northeast corners of the building. The proposed stadium would have two general admission entrances facing Railyards Boulevard, a VIP entrance

facing 8th Street on the west, and an entry plaza on the south. There would be a separate entrance for employees and media on the northwest corner of the stadium. A separate supporter's entrance would be located on the northeast side of the Stadium between North B Street and 10th Street.

The Field Level would be located approximately at the lowest planned grade approximately in line with the intersection of 8th Street and North B Street (see Figure 5. The Field Level would include the VIP entrance to the Stadium, the soccer pitch, general and field suite seating, locker rooms, clubs and lounges, concessions, retail, restrooms, kitchens, storage, a security command center and related facilities, first aid, loading docks and marshalling areas, ticketing facilities, and other operations and support facilities concentrated within the bowel of the stadium and around the northwest, north, and northeast corners which are all at the same lower grade (see Figure 5).

The Concourse Level would be located approximately 8 feet above the Field Level. The Concourse Level would include clubs and lounges, concessions, restrooms, storage, and other operations and support facilities, as well as horizontal circulation space. The Concourse would include approximately 26,000 gross sf of conditioned space (32,000 gross sf in PH2) predominantly in single story out buildings, 156,000 gross sf of open circulation primarily functioning as circulation to various entrance stairs, ramps and vomitories into the seating bowl .

The Suite and Press Level would include approximately 11,000 gross sf of conditioned space, and would include a total of 9 suites, including an owner's suite, bar and lounge areas, restrooms, storage, media rooms, television and radio booths, media and press facilities, as well as 13,000 gross sf of unconditioned space for the main bar and lounge areas and other operations and support facilities.

Future Expansion

Future expansion could increase seating capacity to approximately 20,000 or more seats, within and up to the maximum 25,000 described in the 2016 SEIR. Such expansion could include a rectangular canopy roof above the stadium, made of metal deck and a roof membrane providing shade and rain protection for attendees in the Stadium. Future expansion could enlarge the building to approximately 700 feet in length and 575 feet in width, the concourse would remain generally intact with the addition of several more single-story buildings to accommodate the larger attendance for services, retail, concessions, and restrooms. The top of canopy of the expanded stadium could rise approximately 95 feet above the west entry plaza.

Future expansion of the stadium could include infilling the corners of the seating bowl topped with additional horizontal circulation space at a new Platform Level above each corner, functioning as standing room only with bars. Future expansion of the stadium could also include an expansion to a total of 27 suites with media and press facilities being relocated to a new Press Level, above the Concourse Level. Future expansion of the stadium could also include additional concessions and restrooms to accommodate the increasing capacity of ticketholders.

Open Space

12,000 Seat Stadium

The primary entrances on the southwest and southeast corners of the 12,000-seat stadium would be accessed via open air entry plazas. Visitors arriving from the west across 8th Street or from the south across Railyards Boulevard would pass through the VIP entrance on the west, the southwest or southeast entry plazas at the Concourse Level. The seating bowl would be accessed via stairs or ramps on all sides of the Stadium; with elevators available in the West Stands. The Concourse Level, including the southwest and southeast entry plazas, and the Supporters Plaza on the northside of the stadium would provide up to approximately 6 acres of open space, with the remainder of the site effectively functioning as a double-sided concourse with service, concessions, retail, and restrooms on either side.

The stadium southwest and southeast entry plazas, and the Supporters Plaza on the north, would be actively used spaces that may include retail and ticketing storefronts, retail kiosks, seasonal events, musical and cultural events, and gardens. It is anticipated that the these plaza areas would be occasionally used for small outdoor concerts or cultural or athletic events, including but not limited to events associated with the Sacramento Republic FC team. For some events, a portion of the entry plazas and 8th Street in front of the Stadium entrances could be secured to create an integrated outdoor experience for ticketed attendees. Video screens and speakers may be placed in the secured entry plaza area, allowing attendees to hear and see the activities going on inside the stadium while outside in the entry plaza area.

An open-air plaza located on the northeast side of the stadium would provide additional general seating access, as well as providing a dedicated Supporter Section entry. Vehicular access from North B Street would make the north plaza useable for food trucks.

A ticketed perimeter would encompass the entire stadium site area, allowing for activation of the plaza spaces for pre- and post-event activities, as well as music festivals, concerts and community events. These outdoor plazas could be equipped with video screens and speakers, which would allow patrons to watch and hear the ongoing events while experiencing the outdoor spaces (see Figure 9).

An integral element of the Proposed Project would be open plazas intended to provide seamless flow in and out of the facility, pedestrian circulation around the stadium, and pedestrian connectivity to 8th Street, 10th Street, and Railyards Boulevard. Approximately 265,000 sf (6 acres) of open space would be included in the plaza areas surrounding the stadium.

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

Future Expansion

Future expansion of the 12,000-seat stadium could include additional elevators at each of the four corners for building access.

Lighting and Signage

12,000 Seat Stadium

The 12,000-seat stadium would include lighting and signage to support stadium operations, ensure public safety, and enhance the overall visitor experience as shown in **Figure 8**. Field lighting would be provided by four pole-mounted LED light fixtures located at each corner of the stadium. These fixtures would be designed to meet professional sports standards, providing uniform field illumination suitable for live broadcast and nighttime play. Each pole would be approximately 80 feet in height and would include LED fixtures designed to minimize glare and reduce light spillover onto adjacent properties. The fixtures would be directionally focused to illuminate the field while limiting off-field impacts.

Additional pedestrian-scale lighting would be installed in plaza areas, circulation corridors, and stadium entries to support nighttime access, queuing, and wayfinding. Lighting would comply with applicable City lighting standards and CALGreen requirements and would be designed to minimize fugitive light, consistent with best practices for urban venues. Final lighting specifications, including fixture types, lumens, shielding, and color temperature, would be determined during final design development and subject to City review and approval.

Signage for the stadium would include building-mounted identification signs, directional wayfinding signage, and programmable or event-related displays. Permanent signage would comply with the Railyards Special Sign District, currently under development by the City to guide signage design and placement within the RSP Area. Temporary or event-specific signage would be regulated by the Sacramento City Code, Chapter 15.148 and subject to applicable review and permitting.

Amplified Sound Systems

The Proposed Project would include amplified sound systems that would be operated during events. **Figure 9** provides the amplified sound system plan for the Proposed Project. A public address (PA) system would be constructed within the stadium and would be utilized during events to address event attendees. Speakers for the PA system would be distributed throughout the stadium and directed toward seating areas.

Figure 8 Proposed SRFC Stadium Lighting Plan

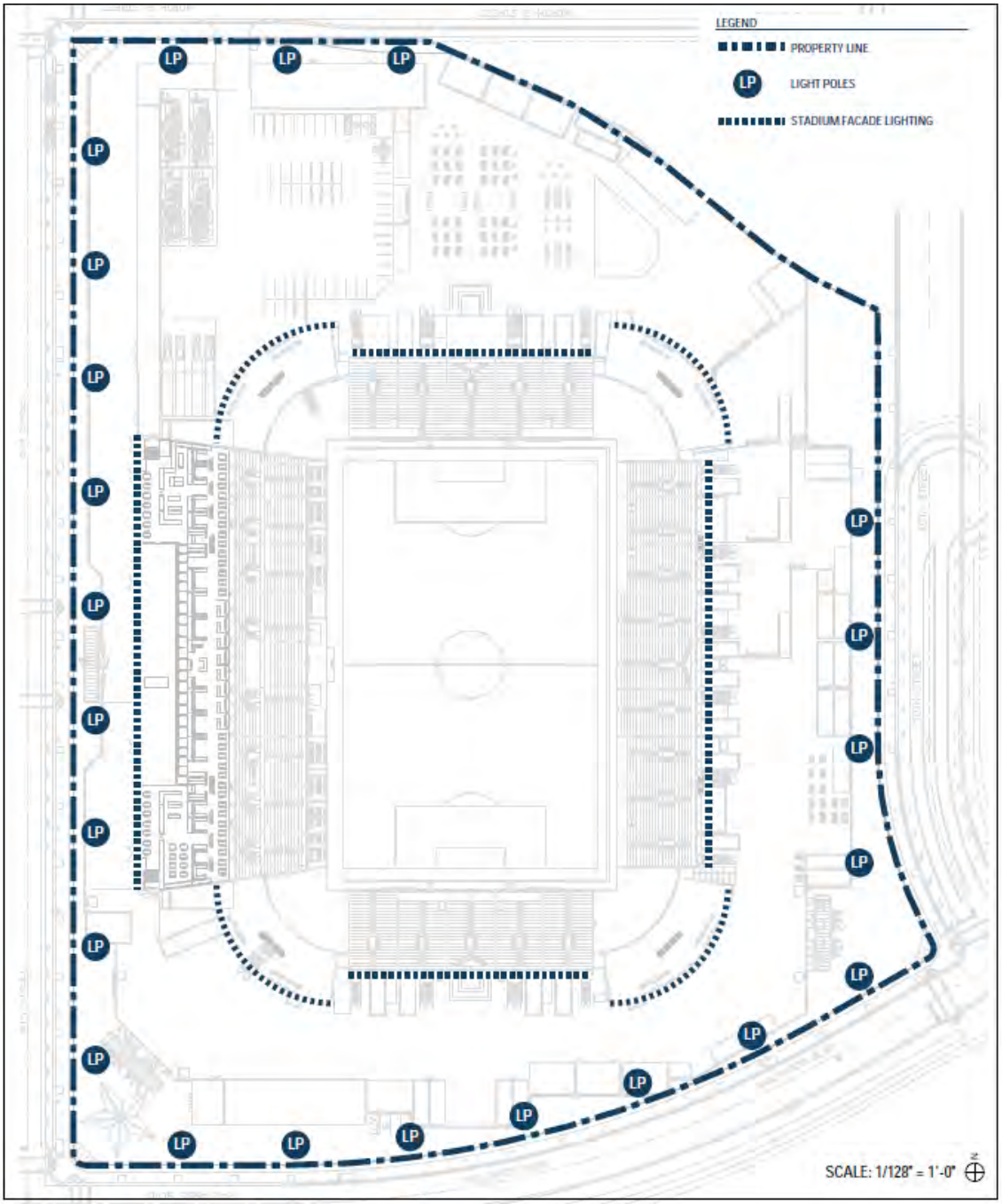


Figure 9
Stadium Lighting Plan

Figure 9 Proposed SRFC Stadium Amplified Sound Plan

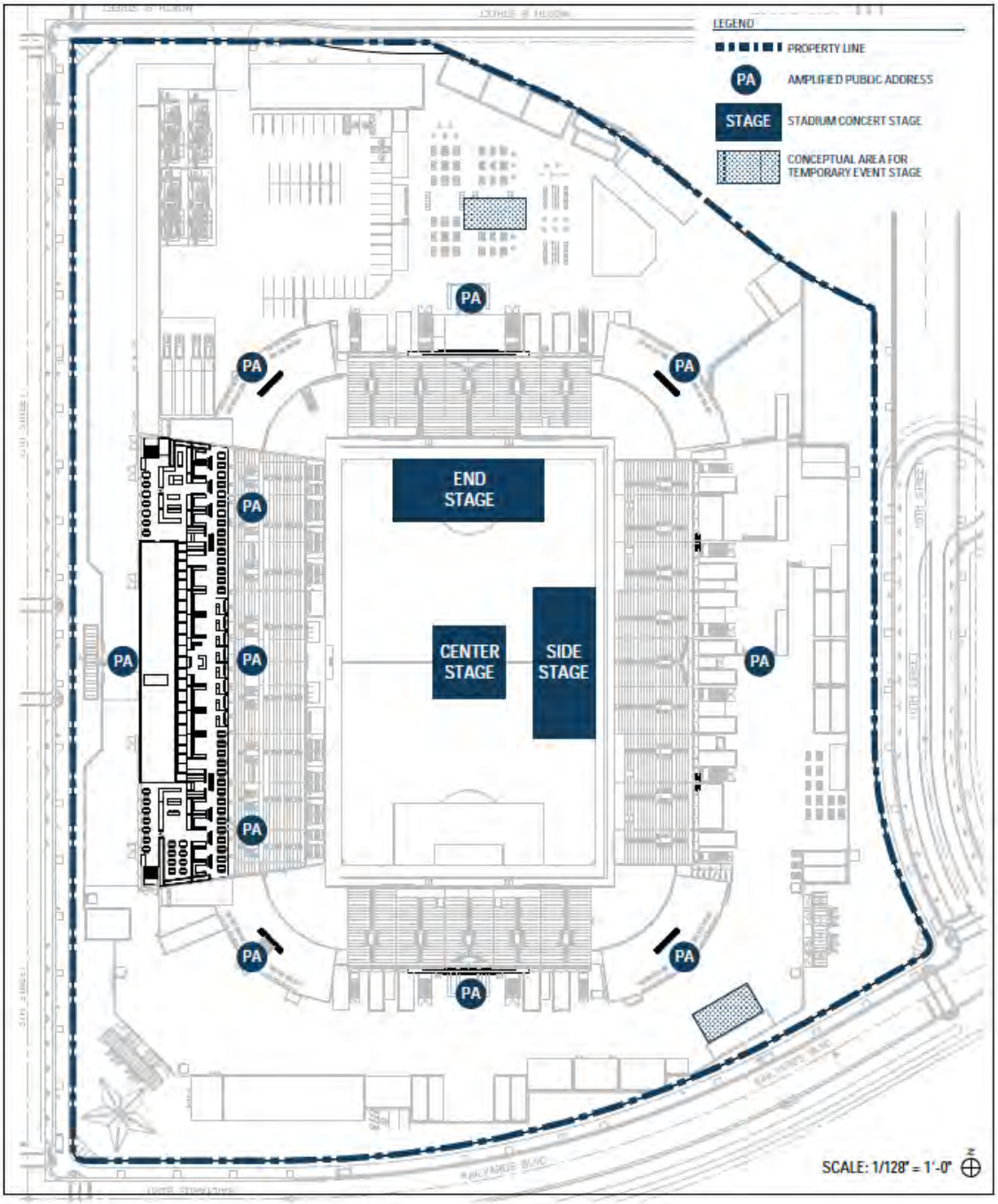


Figure 9
Stadium Site Amplified Sound Plan

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For concert events separate speaker arrays would be erected as part of stage setup and would be mounted along the sides or above the stages directed outward toward event attendees from the stage locations.

Temporary stage locations would be equipped with portable sound systems that would be setup and removed with the stages.

Future Expansion

Future expansion of the stadium could include field lighting mounted to a rooftop canopy and cast downward onto the field. The light poles in the corners of the field used to light the 12,000-seat stadium could be removed in place of the rooftop canopy lighting. The enclosed bowl design of the stadium expansion could enclose the field lighting within the stadium structure such that field lighting would not be visible from outside of the stadium.

Signage for the expanded stadium could include additional building-mounted identification signs and other signage, all of which would comply with the Railyards Special Sign District and the City Code.

Utilities and Connections

Utility services Proposed Project would be provided through connections to existing or planned infrastructure within or adjacent to the site. Water and wastewater services would be provided by the City of Sacramento Department of Utilities. The stadium would connect to existing or future water and sewer mains located within Railyards Boulevard or adjacent streets. Final connection points, system capacities, and utility easements would be coordinated with the City during final design and permitting.

Stormwater generated on-site would be managed through integration with the RSP Area-wide drainage system for which stormwater outfall infrastructure has been completed. Although the drainage pump station serving the area is not expected to be fully operational until Winter 2025, once complete the infrasturuce would beoperated pursuant to the project analyzed in the 2016 RSPU SEIR. Electricity would be provided by Sacramento Municipal Utility District (SMUD), and natural gas, if required, would be provided by Pacific Gas and Electric (PG&E). Dry utility routing, vault placement, and transformer locations would be confirmed during the design review process. Communications infrastructure, including telephone, data, and fiber optic service, would be extended from nearby service corridors as part of site development. Final service coordination for all services would occur in conjunction with the design and permitting of stadium facilities.

Access, Circulation, and Parking

The Proposed Project would incorporate surface-level improvements to support circulation, access, and temporary vehicle operations associated with stadium events. On-site improvements would include paved areas to accommodate emergency vehicle access, event services, and limited vehicle operations for loading and deliveries.

The Proposed Project includes construction of various segments of roadway to serve the Stadium site and surrounding transportation network. All offsite utilities would be designed and constructed consistent with the previously approved entitlement documents for the RSPU, including the approved Tentative Map and the approved Sewer/Storm Drain/Water Master Plan documents. These elements were previously analyzed in the 2016 RSPU SEIR. The proposed infrastructure consists of new roadways and modified/widened roadways as noted below and shown in **Figure 10**:

New Roadways Adjacent to the Stadium Site

The Proposed Project involves the development of new infrastructure segments located east of 7th Street, south of North B Street, and north of the UPRR tracks, which will provide direct access and utilities to the Stadium site. These roadways will include water, sewer, storm drain, dry utilities, traffic signals, asphalt concrete (AC) paved roadways, concrete sidewalks and streetscape consisting of street trees and lighting, as noted below.

8th Street: Construction of 1,000 linear feet (LF) of new roadway infrastructure from Railyards Boulevard to North B Street.

10th Street: Construction of 500 LF of new roadway infrastructure from Railyards Boulevard to the existing property boundary, terminating in a cul-de-sac. A future phase will extend 10th Street an additional 300 LF to a new signalized intersection at North B Street.

Railyards Boulevard: Construction of 1,300 LF of new roadway infrastructure from 7th Street to 10th Street, including connection to existing utility points of connection established east of 7th Street, and converting the signalized intersection at 7th Street and Railyards Boulevard to a four-way intersection.

Summit Tunnel Paseo (Lot 65): Construction of 350 LF of a public storm drain and a public pedestrian access paseo between 7th Street and 8th Street.

Roadway Widenings/Modifications

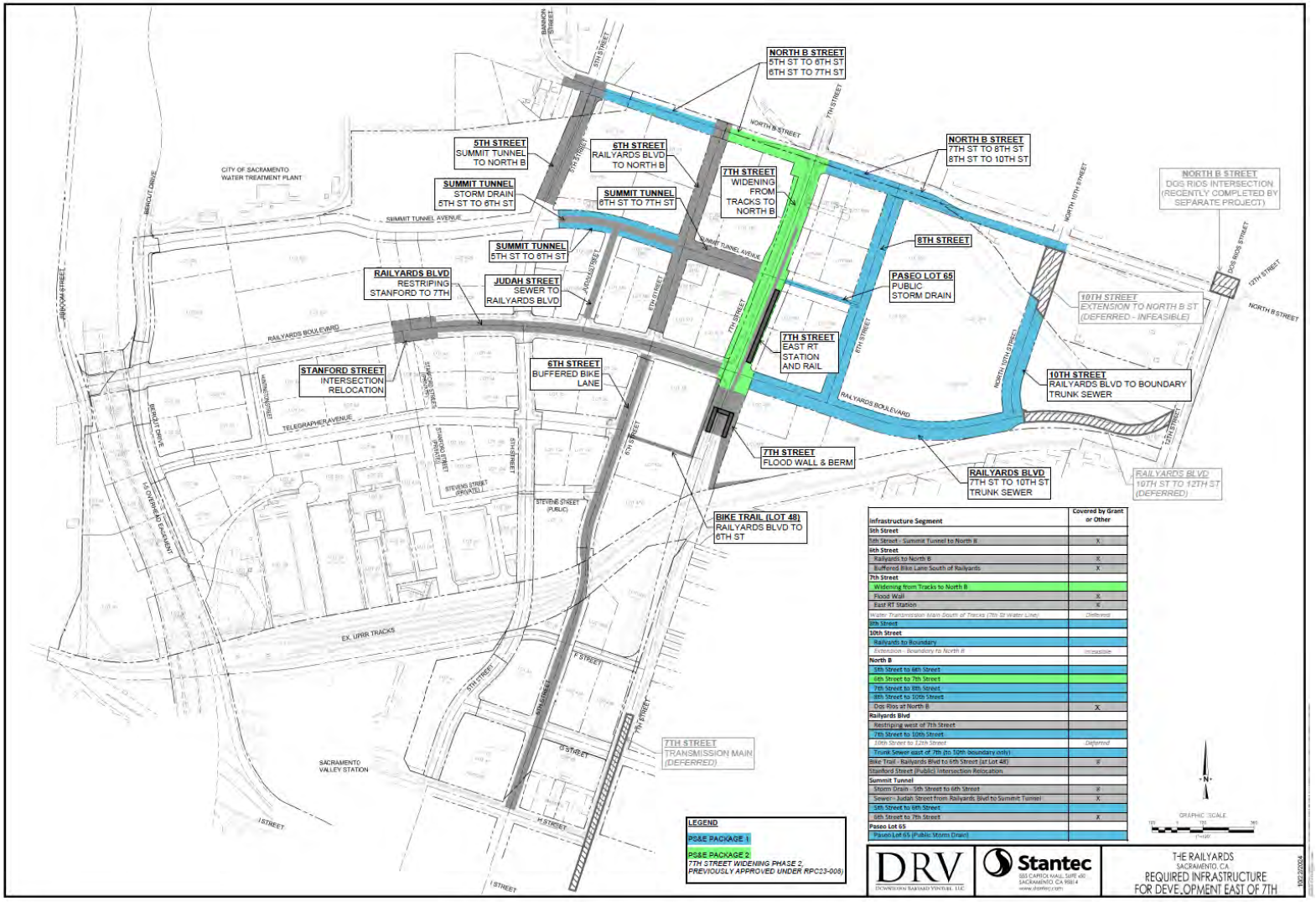
The following roadways are also anticipated to be constructed for this project. However, the final determination of potential phasing will be determined at a later time, pending coordination with the City.

7th Street and North B Street Widening, Phase 2: Construction of 1,200 LF of the proposed westerly widening of 7th Street, including bike trail, roadway, traffic signals, and utility work within 7th Street, consistent with the approved Tentative Map. This work has been previously approved by the City of Sacramento and the first phase (consisting of a storm closure gate, light rail track embedment, a new light rail station, and utility infrastructure) is currently under construction as a separate project.

North B Street Widening: Construction of 2,300 LF of widening from 5th Street to 10th Street, consisting of bike lane, curb and gutter, sidewalk and streetscape improvements on the south side of the existing roadway.

Summit Tunnel Avenue: Construction of 550 LF of infrastructure improvements from 5th Street to 6th Street, including water lines, dry utilities, roadway, sidewalk, streetscape, street lighting, and signing and striping.

Figure 10 SRFC Stadium Project Offsite Improvements



The stadium would primarily rely on existing and planned off-site parking facilities located within and adjacent to the Railyards Specific Plan (RSP) Area. Event-related parking demand would be accommodated through coordination with the City of Sacramento and local parking operators. To reduce demand on the surrounding transportation network, a Transportation Demand Management (TDM) strategy and event circulation plan would be developed as part of the entitlement process and coordinated with the City's Department of Public Works.

The Proposed Project would also include pedestrian, including new entry plazas, pathways, and drop-off/pick-up zones along Railyards Boulevard and adjacent rights-of-way. It is anticipated that bicycle access to the Proposed Project would be provided at multiple locations around the Stadium to facilitate safe, secure, and efficient access for patrons and employees, and would comply with the requirements of the Planning and Development Code for the provision of short- and long-term bicycle parking (see PDC Chapter 17.608.040, Section N, and Table 17.608.030C) and the California Green Building Standards Code. Bicycle parking would be a component to the required Event Transportation Management Plan. The proposed Stadium Bicycle Plan is depicted in **Figure 11**.

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

If feasible, based on project design and space utilization, the Proposed Project could make provisions for a Bikeshare docking station, if such a program is initiated by the City/SMAQMD. This provision could involve Bikeshare docking stations adjacent to the proposed stadium in locations that support existing and proposed bicycle infrastructure and contribute to safe, secure, and efficient access for patrons and employees. A Bikeshare docking station near the proposed stadium could be coordinated with an anticipated Bikeshare station at the Sacramento Valley Station.

Sustainability

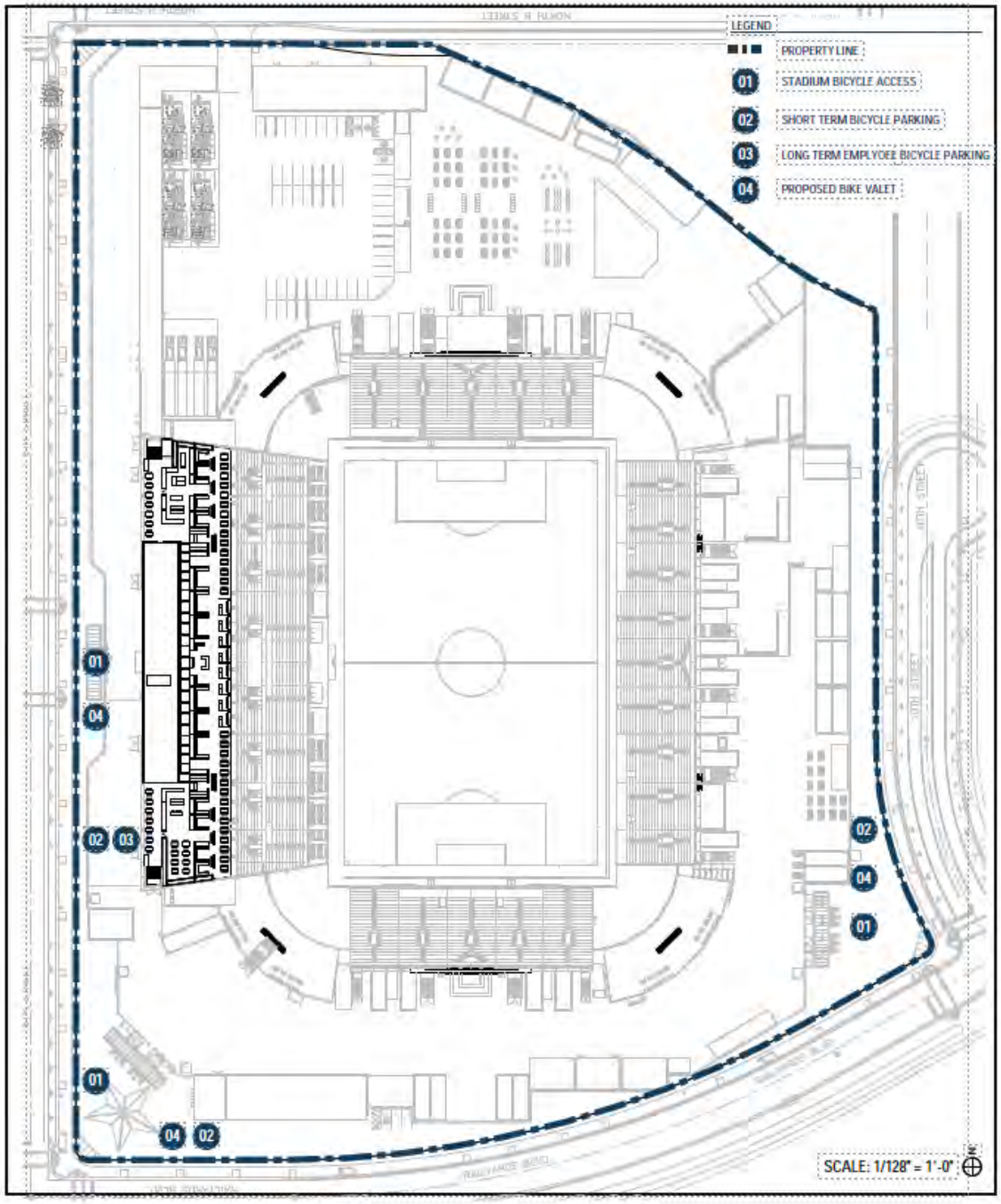
The Proposed Project would be designed and constructed to achieve best practices in energy and environmental design to the extents feasible. As a modern, state-of-the-art facility, the stadium would comply with all State and local Green Building Standards Codes and Building Energy Efficiency Standards, including compliance with the City of Sacramento Climate Action and Adaptation Plan (CAAP).

Depending on final designs, the Proposed Project may exceed some minimum green building and energy efficiency requirements. Strategies being investigated to achieve a state-of-the-art facility include:

- Emphasis on quality transit and alternative mode use, including light rail/public transit, bicycle facilities, green vehicles;

- Site design that will facilitate rainwater management to the extent feasible within the DTSC Land Use Covenant, reduce heat island effects, reduced light pollution, and reduced water use;
- Water efficiency measures that reduce indoor and outdoor water use, including use of low- flow fixtures and water metering;
- Systems to optimize energy performance, including energy metering, demand response, maximizing use of shade structures and wind resources on the site, use of LED and sensor lighting, and potential use of battery storage and/or solar panels for on-site energy management.
- Optimizing use of green and raw materials, low emission cleaning products, compliance with City of Sacramento and State of California requirements regarding composting, food donation, and collection and storage of recyclables;
- Enhanced indoor air quality strategies, including use of low-emitting materials, efficient thermal comfort systems, and maximizing use of natural light; and
- Construction methods that minimize outdoor and indoor air pollution and construction waste.

Figure 11 Bicycle Plan



Project Operations

Projected Number and Schedule of Events

The stadium would be programmed primarily for professional United Soccer League (USL) soccer matches but would also accommodate a range of other event types, including concerts, cultural programming, community gatherings, and private rentals. The facility would be designed with operational flexibility to support varying audience sizes and event configurations.

In addition to fixed seating for approximately 12,000 match attendees, the stadium layout would allow for temporary field-level standing or seating during special events, including concerts. Conceptual concert event layouts include end-stage and west-stage configurations. The north stand would be designed to retract and function as an end stage, supported by staging and back-of-house functions in the northwest areas of the stadium exterior. The other stage configurations would involve the construction of temporary stages. **Table 2** summarizes the event programming planned to occur for operation of the12,000-seat stadium. With future expansion, the event capacity could increase to approximately 20,000 or more, up to a maximum of 25,000 attendees. Typical events are anticipated to take place during evening hours.

The number and type of events that would take place at the Proposed Project is the same as presented in the 2016 RSPU SEIR, except the number of attendees per event would be reduced as a result of the reduction in the size of the stadium compared to the stadium evaluated in the 2016 RSPU SEIR. On an annual basis, the stadium is expected to host approximately 37 events, including 25 soccer matches, 7 concerts, and 5 community or private events consistent with the programming proposed in the 2016 RSPU SEIR.

TABLE 2
SRFC 2025 INITIAL PHASE ANNUAL EVENT PROGRAMMING

Event Type	2016 MLS Stadium			Proposed SRFC Stadium – 12,000 Seats			Proposed Change		
	Daily Attendance	Annual Events	Annual Attendance	Daily Attendance	Annual Events	Annual Attendance	Daily Attendance	Annual Events	Annual Attendance
Regular Season Game(s)	25,000	17	425,000	12,000	17	204,000	-13,000	No Change	-221,000
Special Game(s)	20,000	1	20,000	12,000	1	12,000	-8,000	No Change	-8,000
Playoff Game(s)	25,000	1	25,000	12,000	1	12,000	-13,000	No Change	-13,000
CONCACAF/Cup Games	17,000	2	35,000	12,000	2	24,000	-5,000	No Change	-11,000
U.S. National Team Matches	25,000	1	25,000	12,000	1	12,000	-13,000	No Change	-13,000
Other Soccer Events	18,000	3	54,000	12,000	3	36,000	-6,000	No Change	-18,000
Concerts – Tier I	27,000	2	54,000	12,960	2	25,920	-14,040	No Change	-28,080
Concerts – Tier II	18,000	5	90,000	8,640	5	43,200	-9,360	No Change	-46,800
Community Events	4,000	5	20,000	4,000	5	20,000	No Change	No Change	No Change
Total	*N/A*	*37*	*748,000*	*N/A*	*No Change*	*389,120*	*N/A*	*No Change*	*-358,880*

SOURCE: SRFC 2025

Events would be scheduled year-round, with peak activity anticipated during the soccer season and during seasonal concerts or festivals. A detailed Event Transportation Management Plan (ETMP) would be prepared in coordination with the City of Sacramento and the Department of Public Works to address traffic circulation, transit access, security protocols, and neighborhood protection measures during major events.

In terms of crowd control, the ETMP would address safe ingress and egress, coordination with emergency services, and circulation planning for pedestrians and transit users. Designated access points, security screening, wayfinding signage, and controlled queuing zones would be integrated into stadium operations. The stadium layout would include security checkpoints, along with first aid stations and designed to support safe and efficient event operations.

Stadium Employment

Stadium employment would include permanent employment associated with the operations of the stadium and the SRFC, as well as temporary employment to support events throughout the year. Stadium event employment is presented in **Tables 3** and compared to the proposed employment in the 2016 MLS Stadium Project. As demonstrated in **Table 4**, permanent and temporary event-related employment associated with the 12,000-seat SRFC Stadium would be less than projected employment analyzed in the 2016 MLS Stadium Project. However, future expansion to up to 25,000 would be assumed have similar levels of employment to those assumed for future expansion of the 2016 MLS Stadium Project.

Permanent

The SRFC Stadium site would accommodate approximately 34 permanent employees. Of these, about 14 staff members would work full time on-site, primarily supporting stadium operations such as maintenance, security, and ticketing. On match days, approximately 55 staff would be at the SRFC Stadium including approximately 15 staff associated with team operations, players, coaches, trainers and scouts.[2] The remaining match-day staff would include part-time or event-based roles supporting guest services, concessions, and logistics.

The SRFC Stadium site would continue to be located on land owned by the City of Sacramento and leased to the SRFC team.

Temporary/Event-Related

The SRFC Stadium would generate numerous temporary, event-related jobs as presented in **Tables 5** and **6**. To support major events at the proposed SRFC Stadium, such as a SRFC matches, approximately 220-235 temporary employees would be needed in a variety of jobs, including ushers, food service, ticketing, security, janitorial, and similar positions. For larger events, such as Tier I concerts, temporary event-related employment is estimated to be about 250. For medium-sized events, including SRFC special games, CONCACAF/Cup matches, other soccer events or Tier II concerts, temporary event-related employment is estimated to range from

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

approximately 300 to 350 jobs. For smaller community events, temporary event employment is estimated to be approximately 100 jobs. Depending on the nature of the event, some temporary employees would work on days leading up to the event. Event-day employees would begin to arrive several hours before an event, and depending on their jobs, some employees would remain at the SRFC Stadium for several hours or longer after events.

TABLE 3
ESTIMATED EVENT EMPLOYMENT IN 2016 MLS STADIUM PROJECT

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

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

TABLE 4
SRFC 12,000 SEAT STADIUM - ESTIMATED EVENT EMPLOYMENT

Event Type	Daily Attendance	Police	EMT	Box Office	Ticketing	Ushers	Security	Concessions	Cleaning	Other	Total
SRFC Regular Season	12,000	12	5	5	14	24	36	96	19	10	**221**
SRFC Special Game(s)	12,000	13	6	6	15	26	39	105	21	9	**241**
SRFC Playoff Game(s)	12,000	12	5	5	14	24	43	96	19	10	**228**
CONCACAF/Cup Games	12,000	21	7	7	17	30	69	120	24	10	**304**
U.S. National Team Matches	12,000	12	5	5	14	24	36	96	19	10	**221**
Other Soccer Events	12,000	20	7	7	17	29	50	117	23	10	**279**
Concerts - Tier I	12,960	17	7	5	17	24	48	96	22	10	**244**
Concerts - Tier II	8,640	12	6	5	12	21	38	84	17	10	**204**
Community Events	4,000	6	4	6	6	12	20	30	10	8	**102**

SOURCE: SRFC, 2025

Loading and Delivery

Loading and service delivery trucks would access the Proposed Project from North B Street and 8th Street at the northwest corner of the site. A total of four truck loading bays and docks would be provided inside the screened and secured yard space near the northwest corner of the proposed stadium.

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

Prior to, during, and after events, media trucks would be parked within the screened and secured yard space accessed from North B Street near the northwest corner of the Stadium, north of the truck loading bays and the field access entrance.

Event Parking

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

As was analyzed in the 2016 RSPU SEIR, it is proposed that parking in the RSP Area would be provided initially in temporary surface lots covered with an all-weather surface (likely a shale or gravel layer) or paved joint use lots (see 2016 RSPU SEIR, Figure 2-14**,** Illustrative Temporary Surface Parking Plan). Over time, the parcels containing these temporary surface lots would be developed consistent with the RSPU, with parking transitioned to parking structures within and near the RSP Area that may be used by RSP Area or surrounding area employees during the day and event attendees and employees during evening and weekend events.

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

Event Transportation Management Plan

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

The ETMP would provide for the following:

- Transportation control strategies, including provision of an on-site Transportation Management Center (TMC) in the stadium (could occur in the Stadium Security Office), designation of a Traffic Control Officer (TCO) supervisor who would staff the TMC and manage event day traffic controls, and the location of TCO's who would direct vehicular, transit and pedestrian traffic under various event scenarios. The transportation control strategies would also address transit boarding at the nearby planned 7th Street & Summit Tunnel Avenue Street light rail station as well as Sacramento Valley Station.
- Communication strategies, including outreach and wayfinding strategies designed to inform event attendees of the various transportation options that would be available and provide directions on how they could be accessed.
- Wayfinding strategies, including a series of permanent and temporary signs as well as permanent changeable message signs on freeways that could be used to facilitate pedestrian, bicycle, and vehicle access.

Construction

Construction of the Proposed Project would include site grading, installation of utility infrastructure, and vertical construction of the stadium seating areas, main stand, entry plazas, and supporting back-of-house facilities. Prior grading and utility improvements under RSP Area-wide entitlements have prepared portions of the site for development.

Construction is anticipated to begin in late 2025 and would take approximately 18 to 24 months to complete. A construction management plan would be prepared prior to groundbreaking and would address haul routes, construction traffic, worker parking, equipment staging, and safety measures. Staging and laydown areas would be located within the project site, subject to City coordination.

All construction activities would be conducted in accordance with applicable City of Sacramento ordinances related to noise, dust, hours of operation, and site safety. Demolition is not anticipated, as the project site is currently undeveloped. Minor vegetation removal or shallow excavation may occur to accommodate foundation work or utility trenching.

Construction of the 12,000-seat stadium would occur in a single construction phase. Future improvements or capacity expansion would occur through subsequent phasing, subject to separate Site Plan and Design Review, as discussed elsewhere in this document.

Required Discretionary Actions

Implementation of the proposed 12,000-seat stadium is anticipated to require, but may not be limited to, the following approvals by the City of Sacramento:

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

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

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

- Approval by Sacramento Metropolitan Air Quality Management District (SMAQMD) of an Authority to Construct and Permit to Operate;

Comparison of Proposed SRFC Stadium Project and 2016 MLS Stadium Project

The Proposed Project includes the development of a 12,000-seat stadium, with associated plaza areas, lighting, and infrastructure improvements as an initial phase. In the future the SRFC Stadium Project could be expanded to approximately 20,000 or more seats, up to a maximum of 25,000 seats. The Proposed Project would include minor changes and refinements to the stadium project (2016 MLS Stadium Project) evaluated in the 2016 RSPU SEIR. A comparison of the key elements of the current proposal and refinements to the 2016 MLS Stadium Project, as described in the 2016 RSPU SEIR, are summarized below.

Stadium Structure and Seating Configuration

- The initial phase of the Proposed Project would include approximately 12,000 permanent seats, smaller than the 2016 MLS Stadium Project which assumed an initial capacity of 19,700 ticketed attendees. The fully built-out SRFC Stadium project could be approximately 20,000 or more seats, up to a maximum of 25,000 seats, consistent with the 2016 MLS Stadium Project which was projected to be expandable to 25,000 seats.
    - The reduced capacity of the 12,000-seat stadium would result in a reduction in the size of structural components associated with seating that would result in decreased construction intensity and a shorter buildout duration.
    - The reduced attendee capacity would also result in fewer event trips and commensurate reduction in associated vehicle emissions, crowd noise, utility usage, and solid waste generation.
- The 2016 MLS Stadium Project was envisioned as a fully enclosed seating bowl with an integrated canopy structure. The 12,000-seat stadium would feature open corners and would not include a roof canopy. Future expansion of the SRFC Stadium Project could result in a structure that would be largely similar to the proposed 2016 MLS Stadium Project and would be anticipated to have similar impacts related to aesthetics.
    - The 12,000-seat design may allow for increased visibility of field lighting and different sound dispersion, toward nearby sensitive receptors;
- The 2016 MLS Stadium design incorporated fixed, permanent seating throughout. The Proposed Project would include one primary permanent stand with back-of-house facilities and three modular bleacher-style stands wrapped in architectural scrim.

- This modular approach would allow greater flexibility and reduced site disturbance during initial construction and potential future expansion.

Back-of-House and Support Facilities

- The 2016 MLS Stadium Project assumed fully integrated support spaces within a permanent stadium structure. The Proposed Project would include similar support spaces—locker rooms, media facilities, staff areas—scaled to match the reduced 12,000-seat stadium footprint and USL league requirements.
- Support spaces may be expanded during future expansion to accommodate operational needs related to increased spectator capacity or evolving program requirements.

Stadium Design, Features, and Materials

- The Proposed Project would use a modular architectural approach, including prefabricated seating elements and semi-transparent scrim wrap. The 2016 MLS Stadium Project contemplated a fully enclosed, permanent structure with greater use of concrete, steel, and integrated systems.
  - The revised design would reduce the overall construction footprint and material intensity, supporting a lighter structural profile and lower emissions during initial construction.
- Final materials and finishes would remain compatible with the RSP Area's architectural vision, but with greater adaptability for future enhancements.

Access, Circulation, and Parking

- The 2016 MLS Stadium Project included conceptual access plans but limited detail on pedestrian and surface-level improvements. The Proposed Project would include formalized pedestrian entry areas, drop-off zones, and bicycle parking consistent with City requirements.
- Parking would be provided through shared use of off-site facilities within the RSP Area and coordinated through the City and private operators. Structured parking is not included in the Proposed Project. Through subsequent phasing, additional circulation features or access points may be introduced to accommodate larger attendance scenarios.

Event Programming and Uses

- As was assumed for the 2016 MLS Stadium Project, the Proposed Project would support United Soccer League (USL) matches as well as concerts, community programming, and other event types. However, as noted above, the attendee and worker capacities for such events would be less than or similar to those projected for the 2016 MLS Stadium Project.

Construction

- The Proposed Project would occur in two construction phases with a reduced footprint and shorter duration of construction of the 12,000-seat stadium relative to the 2016 MLS Stadium Project, which assumed an initial stadium of 19,700 seats.
- The site has been partially graded and prepared under prior RSP infrastructure approvals, and no demolition is required. Future improvements associated with subsequent phasing would occur subject to separate Site Plan and Design Review permit(s).

Environmental Checklist

Explanation of Checklist Evaluation Categories

As described above, in considering the discretionary actions required for implementation of the Proposed Project, the City must comply with CEQA. To do so, it must determine the sufficiency of the environmental analyses in the 2016 RSPU SEIR to meet the requirements of CEQA necessary to support the Proposed Project approvals. As described in the Project Background, the analysis in the 2016 RSPU SEIR addressed the development of a professional soccer stadium on the project site and, thus, is the relevant analysis to the Proposed Project and is the focus of the checklist evaluation.

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

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

Where Impact was Analyzed in the Prior Environmental Document

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

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

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

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

Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether there have been substantial changes to the circumstances under which the project is undertaken that

have occurred subsequent to the 2016 RSPU SEIR, which would result in the Proposed Project having a new significant environmental impact that were not considered in the 2016 RSPU SEIR or that substantially increase the severity of a previously identified significant impact.

Any Substantially Important New Information Requiring New Analysis or Verification?

Pursuant to Section 15162(a)(3)(A-D) of the CEQA Guidelines, this column indicates whether new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the 2016 RSPU SEIR was certified is available requiring an update to the prior analysis to verify that the environmental conclusions and mitigations remain valid. If the new information shows that: (A) the Proposed 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.

If the additional analysis completed as part of this Environmental Checklist Review finds that the conclusions of the 2016 RSPU SEIR remain the same and no new significant impacts are identified, or identified significant environmental impacts are not found to be substantially more severe, the question would be answered 'No' and no additional EIR documentation (supplement to the EIR or subsequent EIR) would be required. Notably, case law indicates that, 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.) Nonetheless, no additional mitigation measures are required or proposed in this Addendum.

Mitigations Implemented or Address Impacts?

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

and proposed in this document and have been agreed to by the applicant but have not yet been implemented.

Discussions and Mitigation Sections

Discussion

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

Mitigation Measures

Applicable mitigation measures from the 2016 RSPU SEIR that apply to the Proposed Project are listed under each environmental category. New mitigation measures would be included here, if needed, though none are required herein.

Conclusions

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

Land Use, Population, Employment, and Housing

The discussion of land use, population, employment, and housing effects of the RSPU and project-level impacts from individual projects, including the 2016 MLS Stadium Project, is provided in Chapter 3, Land Use, Population, and Housing, of the 2016 RSPU SEIR. 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, Environmental Setting, Impacts, and Mitigation Measures, of the 2016 RSPU SEIR.

Land Use

Compatibility with Existing and Planned Adjacent Land Uses

The 2016 RSPU SEIR determined that proposed RSP land uses would provide for development of the RSP Area with a mix of urban uses, including office, retail, mixed use, residential, hotel, museum and cultural, major medical facilities, a sports and entertainment stadium, public and other civic uses, and open space. The 2016 RSPU SEIR determined that the density and intensity of these uses would be comparable to those found in downtown Sacramento. The 2016 RSPU SEIR determined that there is nothing inherent in the RSP uses that would be incompatible with residential and commercial uses adjacent to the RSP Area.

With regard to the 2016 MLS Stadium Project, the 2016 RSPU SEIR determined that experience at other urban sports venues suggests that stadium uses are not incompatible with residential or commercial uses. As an example, the 2016 RSPU SEIR noted that in San Francisco, urban residential, retail, and office uses thrive immediately across the street from AT&T Park (now Oracle Park), which has substantially greater seating capacity and number of events per year than anticipated for the 2016 MLS Stadium. The analysis noted that numerous other examples exist in cities around the country. Thus, the 2016 RSPU SEIR determined that despite the potential for significant impacts on adjacent uses, these types of uses have been shown to function well together in an urban setting and are not considered incompatible. The 2016 RSPU SEIR noted that MLS Stadium light impacts are addressed in Section 4.1, Aesthetics, Light, and Glare, and MLS Stadium noise impacts are addressed in Section 4.10, Noise and Vibration.

Since the adoption of the 2016 RSPU SEIR, the project site has remained in an undeveloped state, essentially the same as the existing conditions when analyzed in the 2016 RSPU SEIR. However, the project site has been subject to ongoing remediation activity and has been used to temporarily stockpile controlled soil and demolition materials that will be exported and to stockpile clean fill materials for use in site construction in the RSP Area. Minor grading has occurred to clear space for the imported soil. Ongoing removal of previous features has included the removal of old railroad tracks and rail ties, which have been temporarily stockpiled on the project site among other demolition materials. A new gravel driveway has been installed providing access to the project site from North B Street for vehicles transporting fill.

Existing uses adjacent to the project site include existing roadways and an embankment along the RSP Area northern boundary. Adjacent to the project site, north of the embankment, is the Sims Metal Management scrap metal yard and recycling center. North of North B Street in the River District, there are light industrial warehouses and other commercial businesses. South of the project site, across the future Railyards Boulevard and the UPRR tracks, is the Alkali Flat neighborhood.

Most proximate uses in the Alkali Flat neighborhood include the KCRA studio building, the Creamery at Alkali Flat residential project, and the Lofts at Globe Mills affordable housing development. The Creamery at Alkali Flat residential project and the Lofts at Globe Mills affordable housing development were under construction at the time the 2016 RSPU SEIR was prepared and both have since been completed and are operational. Existing and proposed uses adjacent to the project are similar to those evaluated in the 2016 RSPU SEIR.

Land Use and Zoning Designations

The RSP Area is envisioned to develop a dynamic, 24-hour mixed-use urban environment that provides a full range of complimentary uses in each land use designation. In 2015 the City adopted the Sacramento 2035 General Plan which established the Urban Center High (UCNTHIGH)[3] land use designation for most of the RSP Area, including the properties that make up the project site. The RSPU and the 2016 RSPU SEIR maintained the UCH land use

[3] City of Sacramento, Sacramento 2035 General Plan Master EIR, Land Use Map Figure LU-1. Available at: https://www.cityofsacramento.gov/community-development/planning/long-range/general-plan/2030-general-plan/2035generalplan. Accessed April 14, 2025.

designation for the project site. The UCNTHIGH land use designation remained in place until the project site received a new land use designation of Residential Mixed-Use (RMU) in the Sacramento 2040 General Plan, adopted in February of 2024.[4] The Sacramento Railyards was granted entitlements in 2016 (Record No. P15-040), including Development Agreement No. C2008-0150-2 (as amended), which governs subsequent entitlements within the Railyards. Therefore, the Proposed Project is reviewed for consistency with the 2035 General Plan, under which the project site retains its UCH land use designation. While the project is vested under the 2035 General Plan, it is also consistent with the RMU land use designation established in the 2040 General Plan, which provides for a full range of residential, retail, employment, entertainment, cultural, and personal service uses.

The Central City Community Plan (CCCP), a part of the 2040 General Plan, provides a refinement of the goals and objectives of the General Plan to serve as a guideline for development specifically within the CCCP area, which includes the RSP Area. The CCCP guides development policy and strategy within a Plan Area that includes the Central City Specific Plan Area, River District Specific Plan Area, and RSP Area. The CCCP was first adopted by the City in May 1980. It was in place during the preparation of the 2016 RSPU and was updated as part of the 2040 General Plan. The project site is designated as Residential Mixed-Use (RMU) in the CCCP.[5] The CCCP identifies a maximum floor area ratio (FAR) of 15.0 for the project site and no minimum FAR. The CCCP does not include policies that directly address the project site or the Proposed Project. The Proposed Project is consistent with the RMU land use designation in the CCCP.

In the 2016 RSPU, individual zoning designations were replaced with special planning district (SPD) zoning designations for parcels in the RSP Area. The 2016 RSPU zoning designation for the project site is Central Business District (C-3-SPD). Chapter 17.440 of the City's Planning and Development Code (PDC) defines the Railyards SPD, and Section 17.440.080 regulates allowable uses within the C-3-SPD zone. The C-3-SPD allows all uses normally permitted in the C-3 zone with the exception of the following prohibited uses: auto – service, repair; check-cashing center; correctional facility; and gas station. A sports complex is allowable as a conditional use in the C-3-SPD. There are no maximum height limits in the C-3-SPD, except as specified on certain parcels in the Depot District, the Central Shops District and Transition Zone, the West End District, the East End District, and the Riverfront District. Within the C-3-SPD the maximum street wall height is 65 feet, except that the maximum street wall height on lots that front Railyards Boulevard west of 7th Street is 85 feet. The Proposed Project is subject to and consistent with the same zoning requirements as were evaluated in the 2016 RSPU SEIR.

4 City of Sacramento, Sacramento 2040 General Plan. Map LUP-5, General Plan Land Use Diagram. Available at: https://www.cityofsacramento.gov/community-development/planning/long-range/general-plan/2040-general-plan. Accessed April 14, 2025.

5 City of Sacramento, Sacramento 2040 General Plan, Central City Community Plan (CCCP). Pages 11-CC-10 to 11-CC-12. Available at: https://www.cityofsacramento.gov/community-development/planning/long-range/general-plan/2040-general-plan. Accessed April 14, 2025.

Population, Employment, and Housing

As was the case for the MLS Stadium Project evaluated in the 2016 RSPU SEIR, the Proposed Project would not include any housing units, and there would be no housing units or population generated within the project site.

As described in Chapter 2, Project Description, of the 2016 RSPU SEIR, the MLS Stadium was projected to provide a total of 30 permanent staff onsite, including security, maintenance and grounds-keeping, and ticket sales, among other jobs. The 2016 RSPU SEIR identified that the MLS Stadium would also need approximately 460-475 temporary employees for a typical soccer match, and would additionally require an assortment of different staff including ushers, food service employees, ticketing staff, security, janitorial staff, and other similar positions. The only events anticipated to be larger than sold-out soccer games would be concert/cultural events involving highly popular touring acts or other large events that could attract a crowd of up to 27,000 attendees. For these larger events, temporary event-related employment was estimated to be about 500. For smaller community events, temporary event employment was estimated to be approximately 100 jobs. Depending on the nature of the event, some temporary employees would work on days leading up to the event. Event-day employees would begin to arrive several hours before an event, and depending on their jobs, some employees would remain at the MLS Stadium for several hours or longer after events.

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

Operationally, the Proposed Project would have a similar effect on population, employment, and housing relative to the anticipated effects identified for the 2016 RSPU SEIR. The Proposed Project would develop essentially the same uses on the project site that were described and analyzed in the 2016 RSPU SEIR. Therefore, the Proposed Project would not have a changed effect related to population, employment, and housing relative to projected impacts analyzed in the 2016 RSPU SEIR.

Issues Previously Determined to be Less than Significant

Several issue areas (agricultural and forestry resources, mineral resources, and wildfire) were found in the 2016 RSPU SEIR 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 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 forestland, timberland or timberland zoned Timberland Production exists within the footprint of the Proposed Project. The Proposed Project would not contribute to the conversion of farmland to non-agricultural uses and implementation of the Proposed Project would not create any conflicts with existing agricultural uses. Therefore, this impact is not discussed further.

Mineral Resources

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

Wildfire

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

Environmental Analysis

Aesthetics

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
1. Aesthetics. Would the project:					
a. Have a substantial adverse effect on a scenic vista?	RSPU SEIR page 4.1-67 to 4.1-72	No	No	No	N/A
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	RSPU SEIR page 4.1-67 to 4.1-72	No	No	No	N/A
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	RSPU SEIR page 4.1-67 to 4.1-72	No	No	No	N/A
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	RSPU SEIR page 4.1-82 to 4.1-89	No	No	No	Yes 2016 RSPU SEIR MM 4.1-3 (a-b)

Discussion

Relevant Changes to Project Related to Aesthetics

The Proposed Project would build out a professional soccer stadium at the site of the 2016 MLS Stadium Project which would include minor changes and refinements to the 2016 MLS Stadium Project evaluated in the 2016 RSPU SEIR. As discussed below, the Proposed Project would result in a structure that would be largely similar to the proposed 2016 MLS Stadium Project and would be anticipated to have similar impacts related to aesthetics.

Relevant Changes to Environmental Setting

Since the adoption of the 2016 RSPU SEIR, the project site has remained in an undeveloped state, essentially the same as the existing conditions when analyzed in the 2016 RSPU SEIR. However, the project site has been subject to ongoing remediation activity and has been used to temporarily stockpile controlled soil and demolition materials that will be exported and to stockpile clean fill materials for use in site construction in the RSP Area. Minor grading has occurred to clear space for the imported soil. Ongoing removal of previous features has included the removal of old railroad tracks and rail ties, which have been temporarily stockpiled on the project site among

other demolition materials. A new gravel driveway has been installed providing access to the project site from North B Street for vehicles transporting fill.

Existing uses adjacent to the project site include existing roadways and an embankment along the RSP Area northern boundary. Adjacent to the project site, north of the embankment, is the Sims Metal Management scrap metal yard and recycling center. North of North B Street in the River District there are light industrial warehouses and other commercial businesses. South of the project site, across the future Railyards Boulevard and the UPRR tracks, is the Alkali Flat neighborhood. Most proximate uses in the Alkali Flat neighborhood include the KCRA studio building, the Creamery at Alkali Flat residential development, and the Lofts at Globe Mills affordable housing development. The Creamery at Alkali Flat residential project and the Lofts at Globe Mills affordable housing development were under construction at the time the 2016 RSPU SEIR was prepared, and both have since been completed and are operational. With the exception of the now-completed Creamery at Alkali Flat residential project and the Lofts at Globe Mills affordable housing development, existing and proposed development adjacent to the project site have remained visually similar to those evaluated in the 2016 RSPU SEIR. West of the project site within the RSP area, the AJ Apartments project is located at the southwest corner of Railyards Boulevard and 7th Street, is near completion and will be operational during project construction and operation. The Wong Center, on west side of 7th Street south of the UPRR tracks/underpass, and the May Lee State Office Complex, on west side of North 7th Street between North B Street and Richards Boulevard, have both been completed and are now occupied.

Comparative Impacts Discussion

Views

The 2016 RSPU SEIR determined that implementation of the RSPU would create a series of visual changes to the RSP Area, transitioning it from an undeveloped vacant former industrial site to an urbanized extension of downtown Sacramento.[6]

The 2016 RSPU SEIR determined that the approximately 95-foot tall, rectangular 2016 MLS Stadium structure itself would be a distinctive, highly visible, iconic structure that would be instantly recognizable due to a design unique in the region, especially at night when it would be accentuated by bright lighting and signage. The analysis determined that despite its distinctive design, the 2016 MLS Stadium would be visible only in varying degrees from view corridors looking west on Summit Tunnel Avenue, south and west on southbound 12th Street, eastbound on Railyards Boulevard, east of 7th Street, and from North B Street and 10th Street.

The analysis determined that the 2016 MLS Stadium structure would be visible from private homes in the Creamery at Alkali Flat residential project and the Lofts at Globe Mills affordable housing development, both located south of the project site, across the future Railyards Boulevard and the UPRR tracks. These two projects were under construction at the time the 2016 RSPU SEIR was prepared and both have since been completed and are operational. The analysis

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

determined that if the 2016 MLS Stadium was built prior to development of other portions of the RSP Area, it is likely that it would be visible from I-5, approximately three-quarters of a mile to the west. However, the analysis determined that as the RSP Area develops, it was reasonable to expect that intervening buildings would largely block views of the 2016 MLS Stadium from travelers on I-5. The analysis determined that the proposed 2016 MLS Stadium would reflect the City's goals for distinctive and iconic buildings.

The 2016 MLS Stadium was envisioned as a fully enclosed seating bowl with an integrated canopy structure. Phase 1 of the Proposed Project would feature open corners and would not include a roof canopy. Future expansion of the SRFC Stadium Project would result in a structure that would be largely similar to the proposed 2016 MLS Stadium Project and would be anticipated to have similar impacts related to views.

As identified in the 2016 RSPU SEIR, all projects in the RSP Area would be subject to the Railyards Design Guidelines and the 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 is compatible with surrounding development, thus avoiding adverse impacts to views to and from the site within the context of a built-up urban setting. The Proposed Project would be subject to these same requirements and would result in a structure that would be largely similar to the proposed 2016 MLS Stadium Project, albeit with a reduced overall height and massing. Consequently, as compared to the MLS Stadium Project analyzed in the 2016 RSPU SEIR, changes introduced by the Proposed Project and/or new circumstances relevant to Proposed Project would not result in new significant adverse impacts to views or result in significant impacts that are substantially more severe than impacts previously disclosed.

Visual Character

The 2016 RSPU SEIR determined that, as a result of the MLS Stadium Project, the visual character of the project site would be changed from a vacant, highly disturbed property to a large, visually iconic sports and entertainment facility with interesting pedestrian plazas and open spaces. The changes in the height, design, and visual prominence of development on the project site would be in substantial compliance with City policy regarding urban design in the project vicinity. The 2016 RSPU SEIR determined that, while the changes in the visual character of the project site would be dramatic, they would not be adverse within the context of the City's articulated aesthetic values. For these reasons, the 2016 RSPU SEIR determined that the MLS Stadium Project would not substantially degrade the existing visual character or quality of the site and its surroundings, and this impact was considered less than significant.

The Proposed Project would result in a structure that would be largely similar to the proposed 2016 MLS Stadium Project and would be anticipated to have similar impacts related to visual character. As with the 2016 MLS Stadium Project, the Proposed Project would be subject to the Railyards Design Guidelines and the 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. As compared to proposed development of the project site analyzed in the 2016 RSPU SEIR, changes introduced by the Proposed Project and/or new circumstances relevant to the Proposed Project would not result in new significant adverse impacts on the visual character of the site or its surroundings or result in significant impacts that are substantially more severe than impacts previously disclosed.

Construction Lighting

The 2016 RSPU SEIR determined that nighttime construction activities for the MLS Stadium Project could add to the existing low ambient light levels that are currently characteristic of the eastern end of the RSP Area. Because under existing conditions the project site is essentially dark, the analysis determined that project construction lighting could represent a substantial change in artificial light conditions. Nighttime lighting sources during construction could consist of floodlights that would be focused on the work area to minimize spillover light. The analysis determined that views of light sources emanating from the MLS Stadium site from residences in the Alkali Flat neighborhood, including at the Creamery at Alkali Flat residential project and the Lofts at Globe Mills affordable housing development, and homes and apartments along D Street would be obstructed by the height of the UPRR track embankment but would be largely unobstructed by upper level views. The analysis determined that views of the MLS Stadium site construction lights from residences along D Street would be buffered by the existing KCRA studio buildings on the north side of D Street, between 9th and 10th streets, and by existing street trees that line D Street. These intervening buildings and trees would limit views of light sources. The analysis determined that for approximately one year, when the building frames would be erected, high-brightness lights and illuminated surfaces could be directly visible from residential uses or other affected light-sensitive uses and could result in substantial changes to existing artificial light conditions or interfere with off-site activities. Therefore, the 2016 RSPU SEIR determined that impacts related to construction lighting for the MLS Stadium Project could be significant.

The Proposed Project would occur in an initial construction phase followed by future expansion, with a reduced footprint and shorter construction duration for the 12,000-seat stadium relative to the 2016 MLS Stadium Project. Due to the reduced footprint and shorter construction duration of 12,000-seat stadium, impacts related to temporary construction lighting would be reduced in days of use in comparison to the 2016 MLS Stadium Project. As the Proposed Project would similarly develop the whole project site and the roadway infrastructure to serve the project, the distribution and intensity of construction lighting would be essentially the same as construction lighting anticipated and analyzed in the 2016 RSPU SEIR. Future expansion of the Proposed Project could include the subsequent construction of additional seating in the corners of the stadium to create a closed bowl design, as well as expansion of the stands to add additional seating and develop a rooftop canopy over the seating areas. Construction associated with future expansion would comprise a retrofit of the 12,000-seat stadium and would largely occur within the confines of the stadium structure, thus minimizing spillover light onto adjacent properties. For these reasons, the Proposed Project would be anticipated to have similar or reduced impacts related to construction lighting as the 2016 MLS Stadium Project.

Operational Lighting

The 2016 RSPU SEIR identified that the MLS Stadium would include a variety of lighting and illuminated signage that would create a high degree of visibility during and between events. The 2016 RSPU SEIR identified that exterior lighting for the MLS Stadium would be provided to illuminate different areas of the stadium and surrounding plazas and would include street lighting, sidewalk lighting, building perimeter lighting, emergency lighting, and outdoor security lighting along walkways, driveways, and plaza areas. The 2016 RSPU SEIR identified that increased lighting on the site could directly or indirectly create light spillover onto nearby residences that could disturb building occupants (e.g., those living in the Lofts at Globe Mills, the Creamery at Alkali Flat, and/or residences along D Street). 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. The 2016 RSPU SEIR determined that 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. Notwithstanding the implementation of these measures, the 2016 RSPU SEIR determined that the development of the MLS Stadium on a site that is currently vacant and dark would result in a substantial change in the existing environment. The 2016 RSPU SEIR determined that this impact associated with the MLS Stadium would remain significant and unavoidable.

Phase 1 of the Proposed Project would include lighting and signage to support stadium operations, ensure public safety, and enhance the overall visitor experience. Field lighting would be provided by four pole-mounted LED light fixtures located on stanchions at each corner of the stadium. These fixtures would be designed to meet professional sports standards, providing uniform field illumination suitable for live broadcast and nighttime play. Each stanchion would be approximately 80 feet in height and would include LED fixtures designed to minimize glare and reduce light spillover onto adjacent properties. The fixtures would be directionally focused to illuminate the field while limiting off-field impacts.

The 2016 MLS Stadium project was planned to develop as an enclosed bowl with a canopy. Field lighting was only anticipated to be visible where translucent panels and openings through the Stadium structure would permit light from inside to be visible to outside observers. The configuration of the 12,000-seat stadium would feature open corners, through which field lighting stanchions would be visible from outside the project site, including by some residences within the Creamery at Alkali Flat community. However, field lighting would not be anticipated to significantly impact sensitive receptors because LED sports field lighting provides a narrower cone of light, relative to previously used technologies, which allows for precise focusing. Ambient light outside of the intended field of light is minimized. This precision means that the light can be directed exactly where it is needed, reducing the amount of light that spills over into unwanted areas. Thus, while the proposed light stanchions would be visible from some angles outside of the project site, light from those poles would be minimized and would not be anticipated to increase the severity of light impacts that would occur from exterior lighting and plaza lighting within the stadium site, and street lighting along Railyards Boulevard, to the extent they are visible to nearby sensitive receptors.

Future expansion of the Proposed Project would include the construction of additional seating in the corners of the stadium to create a closed bowl design, and develop a rooftop canopy over the seating areas. The light poles in the corners of the field used to light the 12,000-seat stadium would be removed and replaced with rooftop canopy lighting. Field lighting would be mounted to the rooftop canopy and cast downward onto the field. The enclosed bowl design of the expanded stadium would enclose the field lighting within the stadium structure such that field lighting would not be directly visible from outside of the stadium. Signage for the expanded stadium would include additional building-mounted identification signs and other signage, all of which would comply with the Railyards Special Sign District.

Lighting associated with the Proposed Project would have impacts that are comparable to those disclosed for the 2016 MLS Stadium project. While the pole-mounted lighting in the 12,000-seat stadium would be more exposed than the canopy-mounted lighting of the prior MLS Stadium design, more modern LED lighting figures can be more focused and a singular direction and would avoid spillover that was previously anticipated. As with the 2016 MLS Stadium, lighting from the Proposed Project could significantly affect the ambient nighttime light in the project area, including light spillover to nearby residential uses, resulting in a potentially significant impact. Implementation of Mitigation Measure 4.1-3(a) and (b) from the 2016 RSPU SEIR would reduce potential lighting impacts to surrounding areas through appropriate site design and configuration.

As was the case for the 2016 MLS Stadium Project, 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. Notwithstanding the implementation of these measures, development of the Proposed Project on a site that is currently vacant and dark would result in a substantial change in the existing environment. For this reason, lighting impacts of the Proposed Project would continue to be significant unavoidable, consistent with the determination of the 2016 RSPU SEIR. As compared to proposed development of the project site analyzed in the 2016 RSPU SEIR, changes introduced by the Proposed Project and/or new circumstances relevant to the Proposed Project would not result in new significant adverse impacts related to lighting or result in significant impacts related to lighting that are substantially more severe than impacts previously disclosed.

Glare

The 2016 RSPU SEIR determined that, because of the multi-textured design of the MLS Stadium structure and façade, including the use of translucent panels, metal, glass, and other materials, the movement of the sun would create the potential for glare from reflected sunlight in a multitude of directions but would tend to ensure that glare from any particular feature on the MLS Stadium façade would last only a short time from any particular orientation. The analysis determined that, due to the site design and orientation of the MLS Stadium structure, as well as the design of and material used in the Stadium façade, new glare that may be created would be of limited visibility and/or duration. Thus, the glare that may be created by the MLS Stadium would not disturb nearby residents, workers, or pedestrians, and would not create a public hazard. The 2016 RSPU SEIR determined that impacts related to glare would be less than significant.

The Proposed Project would use a modular architectural approach, including prefabricated seating elements and semi-transparent scrim wrap. The revised design for future expansion of the Proposed Project would reduce the overall construction footprint and material intensity. Final materials and finishes for future expansion of the Proposed Project would remain similar to the 12,000-seat stadium and would result in similar less-than-significant impacts related to glare.

As compared to proposed development of the project site analyzed in the 2016 RSPU SEIR, changes introduced by the Proposed Project and/or new circumstances relevant to the Proposed Project would not result in new significant adverse impacts related to glare or result in significant impacts related to glare that are substantially more severe than impacts previously disclosed.

Mitigation Measures

2016 RSPU SEIR Mitigation Measures

Mitigation Measure 4.1-3(a)

i. East of 6th Street, all exterior lighting and advertising (including signage) shall be directed onto the specific location intended for illumination (e.g., parking lots, driveways, and walkways) and shielded away from adjacent properties and public rights-of-way to minimize light spillover onto adjacent areas. Light structures for surface parking areas, vehicular access ways, and walkways shall not exceed a height of 25 feet. Monument lighting and night-lit signage is prohibited on building facades that face existing residential neighborhoods.

ii. Prior to issuance of a Site Plan and Design Review Permit for each specific development project, the applicant shall submit a lighting plan to the Development Services Department for review and approval. The plan shall specify the lighting type and placement to ensure that the effects of security and other outdoor lighting are minimized on adjacent uses and do not create spillover effects.

ii. Landscape illumination and exterior sign lighting shall follow the City Code.

Mitigation Measure 4.1-3(b)

i. The project applicant shall require construction contractors to ensure that all lighting related to construction activities shall be shielded or directed to restrict any direct illumination onto property located outside of the Stadium project site boundaries that is improved with light-sensitive uses.

ii. Prior to issuance of a building permit, the project applicant shall submit to the Community Development Department a signage and lighting design plan for the Stadium which establishes lighting design standards and guidelines. The lighting design plan shall, at a minimum:

- *Require exterior lighting included within the Stadium to incorporate fixtures and light sources that focus light on-site to minimize spillover light;*
- *Ensure that project lighting shall not cause more than two foot-candles of lighting intensity or direct glare from the light source at any residential property. This would preclude substantial spillover light from bright lighting sources; and*
- *Require that for exterior LED lighting, all light emitting diodes used within the integral electronic display shall have a horizontal beam spread of maximum 165 degrees wide and 65 degrees vertically, and shall be oriented downwards to the plaza/street, rather than upwards.*

iii. *Prior to issuance of a building permit for the Stadium signage displays, the project applicant shall retain a lighting design expert who shall develop plans and specifications for the proposed lighting displays, establish maximum luminance levels for the displays, and install and test the displays to insure compliance with all City lighting regulations and these mitigation measures.*

iv. *The project applicant shall comply with City Code Section 8.072.010, which establishes regulations regarding the use of searchlights.*

Additional 2025 Mitigation Measures

No additional mitigation measures are proposed.

Conclusion

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

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

Air Quality

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

Discussion

Relevant Changes to Project Related to Air Quality

The Proposed Project would construct and operate a 12,000-seat professional soccer stadium, with future expansion to 20,000 seats or more, up to 25,000 seats, consistent with the maximum development assumptions analyzed for the 2016 MLS Stadium Project in the 2016 RSPU SEIR. The SRFC Stadium Project would include a 12,000-seat stadium along with supporting infrastructure, plaza areas, lighting, and other site improvements. The Proposed Project would be required to incorporate sustainability features such as compliance with the 2022 Title 24 Building Energy Efficiency Standards, which have increased energy efficiency requirements relative to 2016 Title 24 standards in place during certification of the 2016 RSPU SEIR. These changes would result in construction and operational impacts related to air quality that would be less than or similar to the overall air quality impacts anticipated for the stadium project evaluated in the 2016 RSPU SEIR.

Relevant Changes to Environmental Setting

As described in the 2016 RSPU SEIR, the Proposed Project site is located within the Sacramento Valley Air Basin (SVAB). The SVAB is designated as a nonattainment area with respect to State and federal ozone standard, and the 24-hour federal $PM_{2.5}$ standard and State PM_{10} standards. The SVAB is designated as either attainment or unclassified with respect to all other state and federal ambient air quality standards. The SVAB continues to experience exceedances of the ozone and particulate matter (PM_{10} and $PM_{2.5}$) standards.

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

The nearest sensitive receptors to the Proposed Project site are the single-family residential units within the Creamery at Alkali Flat community, located approximately 300 to 400 feet southeast of the project site. Additional residential uses within the Alkali Flat Historic District and surrounding downtown neighborhoods are also located in proximity to the stadium. The presence of these sensitive receptors was described and/or anticipated in the 2016 RSPU SEIR, and do not represent a change in circumstances since certification of the SEIR.

Although the Proposed Project would continue to accommodate a range of event types, including professional soccer matches, concerts, and community events, the overall scale of development, anticipated event types, and attendance levels would remain consistent with those evaluated for the stadium project in the 2016 RSPU SEIR. Potential variations in operational characteristics, such as event frequency or staging layouts, are considered in the comparative impact analysis below to confirm consistency with prior conclusions.

Comparative Impacts Discussion

Consistency with Clean Air Plan

The *2017 Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan* which addresses attainment of the federal 8-hour ozone standard, and the *2015 Triennial Report and Plan Revision,* are the latest plans issued by the SMAQMD, which incorporate land use assumptions and travel demand modeling from the Sacramento Area Council of Governments (SACOG). To determine compliance with the applicable air quality plan, the SMAQMD recommends comparing the project to the SACOG growth projections included in the *Metropolitan Transportation Plan/Sustainable Communities Strategy* (MTP/SCS).

The analysis in the 2016 RSPU SEIR included the development of a Major League Soccer (MLS) stadium at the project site within the RSP Area. The development baseline assumptions were based on the background growth projections derived from the SACOG 2012 MTP/SCS. The 2016 RSPU SEIR assumed the development of a stadium facility consistent with these assumptions.

The development also aligned with the land use designations and policies established in the RSPU, which anticipated the introduction of a major entertainment and sports venue as part of the urbanized extension of downtown Sacramento. Buildout projections based on these assumptions were carried forward into subsequent MTP/SCS iterations, including the SACOG 2016 MTP/SCS, which forms the basis of the 2017 Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan, the applicable air quality plan for the SVAB.

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

The 2016 RSPU SEIR recognized that the RSPU incorporated a range of policies which implemented a set of measures included in the 2007 RSP EIR Air Quality Mitigation Plan, including requirements for bike parking, proximity to bike lanes, pedestrian networks, bus and transit service, traffic calming, residential density, mixed uses, and others. These measures, presented in Table 4.2-8 of the 2016 RSPU SEIR, were determined to be sufficient to achieve a 15 percent reduction in onsite emissions in the RSP Area. Focused analysis of individual projects within the RSP Area, including the 2016 MLS Stadium Project, noted that development would be consistent with the land use parameters established for the RSP Area in the SACOG MTP/SCS and would incorporate provisions, similar to the 2007 AQMP, that would reduce unmitigated emissions by at least 15 percent, resulting in a less than significant impact.[7]

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). The project site's strategic location within the Sacramento urban core, with access to diverse land uses accessible via various modes of transportation, in combination with the Proposed Project design, would help achieve some level of reductions in emissions from transportation sources. The design of the Proposed Project would incorporate modern, sustainable building practices aimed at minimizing air quality impacts. The central location of the Proposed Project would promote the use of public transportation and non-motorized travel, further reducing potential emissions. The Proposed Project would be consistent with the stadium development analyzed in the 2016 RSPU SEIR, developing a 12,000-seat stadium with future expansion up to 25,000 seats, similar to the scale previously evaluated. These changes would result in similar or decreased construction and operational impacts, which would not exceed emissions levels analyzed in the 2016 RSPU SEIR. The Proposed Project would not result in new or substantially more severe air quality impacts beyond those previously disclosed in the 2016 RSPU SEIR.

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

Construction Impacts

The 2016 RSPU SEIR identified significant air quality impacts during construction, which were mitigated to a less than significant level with the implementation of identified mitigation measures detailed below.[8] Construction activities associated with the Proposed Project, including stadium seating installation, supporting facility construction, and associated site improvements, would be similar to those described in the 2016 RSPU SEIR, and would consist of site grading, excavation for infrastructure and building foundations, building construction, exterior finishing, and paving and landscaping installation. Emissions would be generated from the operation of construction equipment and vehicles used to transport workers, equipment, and materials to the project site.

The Proposed Project includes design differences, relative to the 2016 MLS Stadium Project analyzed in the 2016 RSPU SEIR, that would lessen the level of construction materials and intensity to construct the Proposed Project. The 2016 MLS Stadium Project was envisioned as a fully enclosed seating bowl with an integrated canopy structure, with permanent seating throughout. The Proposed Project would include one primary permanent stand with back-of-house facilities and three modular bleacher-style stands wrapped in architectural scrim, that would be subject to future expansion, but would be less intensive to construct and expand relative to development as planned for the 2016 MLS Stadium Project. Therefore, construction emissions associated with the Proposed Project, would be commensurately reduced with the reduction in construction intensity.

As the Proposed Project would similarly develop the full project site with associated grading and excavation for subsurface utilities, impacts would be similar to those disclosed previously and would result in a significant impact without implementation of SMAQMD's Basic Construction Emission Control Practices to control PM10 and PM2.5. All construction activities would be required to implement Mitigation Measures 4.2-2(a) through 4.2-2(d) to reduce this impact to a less than significant level.[9] These findings are consistent with the conclusions in the 2016 RSPU SEIR and remain applicable to the stadium project due to the similarity in construction scope and emission sources.

Operational Impacts

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

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

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

Using the SMAQMD Recommended Guidance for Land Use Emission Reduction, the 2016 RSPU SEIR estimated that all proposed projects, including the 2016 MLS Stadium Project, would meet or exceed the 15 percent emission reduction/mitigation guideline established by the SMAQMD. Even with achievement of the SMAQMD-required 15 percent reduction in operational mobile source emissions, NOx and ROG emissions associated with RSPU development were found to exceed the SMAQMD threshold of 65 pounds per day, resulting in a significant and unavoidable impact.

The 2016 RSPU SEIR analyzed the impacts from operation of the stadium project at a project level, identifying that primary sources of pollutant emissions during stadium operation would be from project-related motor vehicle trips, event-related activities including crowd and service vehicle operations, and onsite area and energy sources (e.g., lighting, concessions, and general maintenance activities).[10] As compared to the assumptions in the 2016 RSPU SEIR for the 2016 MLS Stadium Project, the Proposed Project could expand up to a similar overall event capacity (up to 25,000 seats), and would have similar event programming and supporting employment.

The initial development phase of the Proposed Project would include construction of a 12,000-seat stadium along with supporting infrastructure, plaza areas, lighting, and other site improvements. In the future the Proposed Project would be expanded from 12,000 seats to approximately 20,000 or more seats, up to a maximum of 25,000 seats, consistent with the scale of the stadium development analyzed in the 2016 RSPU SEIR. Energy use associated with stadium operations would comply with current Title 24 standards, and operational features such as potential rooftop solar, electric vehicle (EV) charging infrastructure, and enhanced transit access would further reduce emissions compared to conventional stadiums. The operational sources of emissions from area, stationary, and mobile sources under the Proposed Project would therefore be similar to or reduced relative to those anticipated in the 2016 RSPU SEIR. Additionally, the Proposed Project would implement measures required in the RSPU and would benefit from design features such as pedestrian-oriented entry plazas, proximity to multimodal transit options including light rail and Amtrak service, and planned bicycle parking facilities, all of which would help reduce reliance on single-occupancy vehicle trips. For these reasons, vehicle trips generated by implementation of the Proposed Project would not generate operational emissions beyond what was previously disclosed in the 2016 RSPU SEIR.

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

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

analyses. Consistent with the direction of the SMAQMD regarding the 2016 RSPU SEIR analysis, no further mitigation would be required.[11]

Health Risk to Existing and Future Receptors

The 2016 RSPU SEIR analysis included a health risk assessment (HRA) which evaluated the cancer risks and non-cancer related health effects associated with exposure to toxic air contaminants (TAC) emitted by development projects within the RSP Area, including the 2016 MLS Stadium Project.[12] The 2016 RSPU SEIR anticipated project emissions to include TAC from diesel particulate matter (DPM) generated by construction equipment exhaust. Other sources of TAC associated with RSPU buildout included stationary sources such as emergency backup generators and mobile sources such as diesel-fueled vehicle trips.

The 2016 RSPU SEIR analysis of health risk associated with construction emissions determined the impact to be less than significant. Because the duration of construction activities would constitute a small percentage of the total 30-year exposure period typically used in health risk assessments, the analysis concluded that construction would not result in TAC concentrations causing significant health risks.[13] Construction activities for the Proposed Project would be generally consistent with those assumed for the stadium project analyzed in the 2016 RSPU SEIR. As such, construction TAC emissions generated by the Proposed Project would be within the levels analyzed in the 2016 RSPU SEIR and would result in a less-than-significant health risk impact.

Once operational, the Stadium would include potential additional DPM sources, such as diesel emergency generators and diesel-fueled vehicle trips associated with stadium events. The 2016 RSPU SEIR evaluated health risks associated with operation of RSPU facilities, including emissions from backup generators and cumulative mobile-source emissions from adjacent roadways such as I-5. The 2016 RSPU SEIR determined that development of the 2016 MLS Stadium Project, would not result in significant operational impacts related to cancer risk or chronic health hazards.[14]

The Proposed Project would operate at event capacities that would be similar to or less than projected operational capacities analyzed for the 2016 MLS Stadium Project in the 2016 RSPU SEIR, reducing in similar or lesser operational TAC emissions. The Proposed Project would also be constructed to comply with modern Title 24 energy standards and may incorporate additional sustainability features, including all-electric operations where feasible, which would further reduce localized emissions compared to the 2016 MLS Stadium Project. Therefore, relative to the assumptions evaluated in the 2016 RSPU SEIR, the SRFC Stadium would not result in new or substantially greater localized TAC emissions or health risks. Impacts related to health risk from

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

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

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

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

operational TAC emissions would remain less than significant, consistent with the conclusions of the 2016 RSPU SEIR.

Carbon Monoxide and Other Pollutants

As part of revisions to the SMAQMD CEQA guidance since the publication of the 2016 SEIR, pollutants such as CO, sulfur dioxide (SO_2) 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.[15] Consequently, quantification of CO concentrations near roadways is no longer part of their analysis expectations and is therefore not included in this analysis.

Odors

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

The project site is located approximately 1,000 to 1,500 feet south of the SRWTP and the Proposed Project does not include any residential or other odor-sensitive land uses. Therefore, odor impacts from the Proposed Project would remain less than significant, consistent with the conclusions of the 2016 RSPU SEIR.

Wind Hazard

The 2016 RSPU SEIR analyzed the potential for development projects within the RSP Area, including the previously proposed stadium project, to alter wind speed at ground level. As discussed in the SEIR, the most frequent winds are from the southwest.[16] Less frequent but stronger winds that could create hazardous wind conditions are winds from the north, northwest, south, and southeast. Previous wind-tunnel tests conducted for buildings in downtown Sacramento show that constructing mid- to high-rise structures could be expected to result in increased ground-level wind speeds and may also result in wind hazards.[17] The 2016 RSPU SEIR concluded, based on potential wind conditions at the project site, that buildings 85 feet to 100 feet tall have the potential to create hazardous ground-level winds if they are fully exposed to exceptionally strong winds.[18] Given this threshold, the City determined that buildings exceeding 85 feet in height could have a potentially significant impact related to wind hazards. Mitigation Measure 4.2-7 was adopted to ensure that future buildings developed in the RSP Area would not

15 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.

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

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

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

cause hazardous wind conditions for pedestrians, by requiring all structures exceeding 85 feet in height to be evaluated by a qualified wind expert and, if necessary, undergo wind-tunnel testing.

However, the 2016 RSPU SEIR does not specifically apply this mitigation measure to the MLS Stadium Project. The stadium's design, characterized by its open-air structure and seating configurations, differs significantly from high-rise buildings and is not anticipated to create the same wind-related concerns.

The SRFC Stadium Project would develop an outdoor stadium facility with a maximum stadium structure height similar to the stadium height proposed for the 2016 MLS Stadium Project, along with supporting infrastructure such as lighting structures, signage, and vertical circulation elements (e.g., stairs, towers). The overall height of stadium seating structures would generally be lower than the 85-foot threshold. While certain vertical elements such as lighting standards, scoreboards, and entry features could exceed 85 feet in height, such structures would not have a substantial effect on wind direction or velocity. Therefore, the Proposed Project would similarly have a less than significant impact related to wind hazards.

Mitigation Measures

2016 RSPU SEIR Mitigation Measures

Mitigation Measure 4.2-2(a)

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

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

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

Mitigation Measure 4.2-2(b)

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

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

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

- *Emissions from all off-road diesel-powered equipment used on the project site shall not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this measure shall supersede other SMAQMD or state rules or regulations.*

- *If at the time of granting of each building permit, the SMAQMD has adopted a regulation applicable to construction emissions, compliance with the regulation may completely or partially replace this mitigation. Consultation with the SMAQMD prior to construction will be necessary to make this determination.*

Mitigation Measure 4.2-2(c)

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

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

Mitigation Measure 4.2-2(d)

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

Additional 2025 Mitigation Measures

No additional mitigation measures are proposed.

Conclusion

The Proposed Project would be constructed within the footprint previously analyzed in the 2016 RSPU SEIR. As compared to the 2016 RSPU SEIR, the design refinements and operational characteristics introduced by the Proposed Project, including changes to stadium seating, layout, and event programming, would not result in any new significant air quality impacts or impacts that are substantially more severe than those previously disclosed.

In addition, there is no new information of substantial importance showing that the Proposed Project would result in one or more significant effects not previously discussed in the 2016 RSPU SEIR, or that any previously examined significant effects would be substantially more severe than those disclosed. Similarly, there is no new information indicating that mitigation measures or alternatives previously found to be infeasible would now be feasible and would substantially reduce one or more significant effects of the project. For these reasons, the conclusions of the 2016 RSPU SEIR remain valid and the Proposed Project's effects related to air quality would not require the preparation of a subsequent EIR.

Biological Resources

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

Discussion

Relevant Changes to Project Related to Biological Resources

The 2016 RSPU SEIR evaluated potential biological resources effects resulting from development of the 2016 MLS Stadium Project, which included development across the project site. Relevant to biological resources, the area and type of development for the Proposed Project would remain the same as was analyzed for the 2016 MLS Stadium in the 2016 RSPU SEIR.

Relevant Changes to Environmental Setting

The 2016 RSPU SEIR identified the 2016 MLS Stadium site as characterized by vacant habitat, including disturbed/ruderal habitat, barren access roads, soil and rock stockpiles, and small patches of remnant riparian plant species. The 2016 RSPU SEIR identified that elderberry shrub clusters occurred north of the MLS Stadium site along the RSP Area boundary adjacent to the Sims Metal Management scrap metal yard and recycling center and east of the site near 12th Street, just south of North B Street.[19]

Since the adoption of the 2016 RSPU SEIR, the project site has remained in an undeveloped state, essentially the same as the existing conditions when analyzed in the 2016 RSPU SEIR. However, the project site has been subject to ongoing remediation activity and has been used to temporarily stockpile controlled soil and demolition materials that will be exported and to stockpile clean fill materials for use in site construction in the RSP Area. Minor grading has occurred to clear space for the imported soil. Ongoing removal of previous features has included the removal of old railroad tracks and rail ties, which have been temporarily stockpiled on the project site among other demolition materials. A new gravel driveway has been installed providing access to the project site from North B Street for vehicles transporting fill.

Additionally, since the 2016 RSPU SEIR was certified, the burrowing owl (Athene cunicularia) has become a candidate species for listing under the California Endangered Species Act (CESA). While the project site remains characterized by disturbed and stockpiled materials and is not known to support suitable habitat for burrowing owl, this status change has been noted for informational purposes. The project does not propose new ground disturbance beyond what was previously analyzed, and implementation of applicable regulatory protections and best management practices would ensure that the Proposed Project would not result in significant impacts to burrowing owl or other special-status species.

Comparative Impacts Discussion

The 2016 RSPU EIR determined that the following special-status species have medium to high potential to occur in the upland habitat in RSP Area: Swainson's hawk (*Buteo swainsoni*); white-tailed kite (*Elanus leucurus*); purple martin (*Progne subis*); valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*; VELB); and special-status bat species (pallid bat

[19] City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, page 4.3-6.

[*Antrozous pallidus*], western red bat [*Lasiurus blossevillii*], hoary bat [*Lasiurus cinereus*], and Yuma myotis [*Myotis yumanensis*]).[20] Discussed further below.

Bird Species

The 2016 RSPU SEIR analyzed the impacts of the 2016 MLS Stadium Project on various bird species, including Swainson's hawk foraging habitat, nesting habitats for Swainson's hawks, other raptors, and other protected nesting birds, as well as impacts to the existing purple martin colony under the I Street Bridge. The Proposed Project would develop the same parcels as the 2016 MLS Stadium Project, within the same footprint. Therefore, the impacts to these habitats are expected to remain consistent with the findings of the 2016 RSPU SEIR.

There would be a less-than-significant impact Swainson's hawk foraging habitat due to the existing poor quality of the habitat. However, the development could potentially impact nesting habitats of Swainson's hawks and other protected birds due to vegetation removal and construction disturbances. Mitigation Measure 4.3-2(a) from the 2016 RSPU SEIR (provided below), including preconstruction surveys and impact-avoidance strategies, would be implemented to reduce these impacts to a less-than-significant level.

The purple martin colony under the I Street Bridge would not be directly impacted, but Mitigation Measure 4.3-2(a) from the 2016 RSPU SEIR (provided below) would similarly 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. In conclusion, since the development footprint remains unchanged, the impacts to avian habitat and nesting would be consistent with those previously analyzed in the 2016 RSPU SEIR.

Special Status Fish Species

The 2016 RSPU SEIR analyzed the potential for project-level impacts to special status fish species from development of the 2016 MLS Stadium Project.[21] The 2016 RSPU SEIR determined that the 2016 MLS Stadium Project would have the potential for impacts to endangered and threatened fish species and degradation of designated critical habitat in the Sacramento River as a result of run-off from land-disturbing activities from project construction and increased pollutant concentrations and sediment runoff during project operations. The 2016 RSPU SEIR determined that each of these potentially adverse effects would be avoided through compliance with existing regulations which reduce the potential for pollutant and sediment runoff during construction, resulting in a less than significant impact. The Proposed Project would be subject to the same regulations, which would similarly minimize such impacts to a less-than-significant level, consistent with the determination in the 2016 RSPU SEIR.

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

[21] City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, page 4.3-48.

Valley Elderberry Longhorn Beetle

The 2016 RSPU SEIR determined that development in the RSP Area could result in potentially significant impacts to valley elderberry longhorn beetle (VELB) through removal of elderberry shrubs, or construction within 100 feet of an elderberry shrub. The 2016 MLS Stadium Project site was identified in the SEIR as not being located within 100 feet of an elderberry shrub. Thus, the SEIR determined that the 2016 MLS Stadium Project would have no impact on VELB.[22] The Proposed Project would develop the same parcels as were planned for development of the 2016 MLS Stadium Project footprint analyzed in the 2016 RSPU SEIR. The only change in site conditions have been grading and soil movement activities associated with prior ground disturbance associated with remediation and site preparation within the project site, development of the Proposed Project would similarly result in no impact on VELB, consistent with the determination in the 2016 RSPU SEIR.

Western Pond Turtle

The 2016 RSPU SEIR identified that the MLS Stadium Project site does not constitute habitat for western pond turtle.[23] Since the development footprint of the Proposed Project is the same as was analyzed in the 2016 RSPU SEIR, the Proposed Project would have no impact on western pond turtle, consistent with the determination in the 2016 RSPU SEIR.

Bats and Bat Maternity

The 2016 RSPU SEIR determined that habitat within the MLS Stadium Project site is classified as vacant and developed and not suitable for roosting bat species. The 2016 RSPU SEIR determined that potentially suitable habitat for foliage-roosting bat species, including the hoary bat, is present within the mature eucalyptus (*Eucalyptus* sp.) trees along the northeastern border of the project site, approximately 125 feet away, adjacent to the Sims Metal Management scrap metal yard and recycling center. However, the 2016 RSPU SEIR determined that the quality of potential roosting habitat in the eucalyptus trees is low. The 2016 RSPU SEIR determined that foliage-roosting bats, including the hoary bat, are unlikely to roost in eucalyptus due to the high levels of human disturbance and activity near Sims Metal Management, and the MLS Stadium Project would have no impact.[24] Since the development footprint of the Proposed Project is the same as was analyzed in the 2016 RSPU SEIR, the Proposed Project would have no impact on bat species, consistent with the determination in the 2016 RSPU SEIR.

Sensitive Habitat

The 2016 RSPU SEIR concluded that construction of the 2016 MLS Stadium Project would occur on vacant and developed habitats which are not considered sensitive.[25] As the Proposed Project would be constructed within the footprint analyzed at a project level for development the

[22] City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, page 4.3-56.

[23] City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, pages 4.3-58 to 4.3-59.

[24] City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, page 4.3-61.

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

MLS Stadium, the Proposed Project would similarly have no impact, consistent with the determination in the 2016 RSPU SEIR.

Migratory Corridors

The 2016 RSPU SEIR determined that the RSP Area does not serve as a significant wildlife corridor for terrestrial wildlife species, and the project site is not in close proximity to the Sacramento River. The 2016 RSPU SEIR determined the 2016 MLS Stadium Project would have no impact on migratory corridors.[26] Since the development footprint of the Proposed Project is the same as was analyzed in the 2016 RSPU SEIR, the Proposed Project would have no impact on migratory corridors, consistent with the determination in the 2016 RSPU SEIR.

Protected Trees

The 2016 RSPU SEIR determined that the 2016 MLS Stadium Project site contained no trees protected under the City tree ordinance. Since the development footprint of the Proposed Project is the same as was analyzed in the 2016 RSPU SEIR, the Proposed Project would have no impact on protected trees, consistent with the determination in the 2016 RSPU SEIR.

Mitigation Measures

2016 RSPU SEIR Mitigation Measures

The following mitigation measure referenced in the 2016 RSPU SEIR 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.

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

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.*

Additional 2025 Mitigation Measures

No additional mitigation measures are required.

Conclusion

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

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

Cultural Resources

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
5. Cultural Resources. Would the project:					
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	RSPU SEIR page 4.4-61 to 4.4-75.	No	No	No	N/A
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	RSPU SEIR page 4.4-57 to 4.4-58.	No	No	No	Yes 2016 RSPU SEIR MM 4.4-1(c)
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	RSPU SEIR page 4.4-76.	No	No	No	Yes 2016 RSPU SEIR MM 4.4-7
d. Disturb any human remains, including those interred outside the formal cemeteries?	RSPU SEIR page 4.4-57 to 4.4-58.	No	No	No	N/A

Discussion

Relevant Changes to Project Related to Cultural Resources

The 2016 RSPU SEIR evaluated potential cultural resources effects resulting from development of the 2016 MLS Stadium Project, which included development across the project site. Relevant to cultural resources, the area and type of development for the Proposed Project would remain the same as was analyzed for the 2016 MLS Stadium in the 2016 RSPU SEIR.

Relevant Changes to Environmental Setting

The 2016 RSPU SEIR identified that the 2016 MLS Stadium site was not proposed in an area that was previously or currently considered sensitive for prehistoric or historic-period archaeological resources. The 2016 RSPU SEIR identified that the 2016 MLS Stadium site was the location of extensive ground disturbing activities associated with remediation activities, and during this extensive remediation work, no prehistoric-period materials were observed during monitoring and no significant historic-period archaeological remains were identified. For these reasons, the 2016 RSPU SEIR determined it was not considered likely that archaeological resources would be encountered during construction of the 2016 MLS Stadium.[27] The 2016 RSPU SEIR identified the 2016 MLS Stadium site as an area that was historically occupied by multiple spurs of the Southern Pacific railroad alignment in the early twentieth century, and the Southern Pacific

[27] City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, pages 4.4-57.

Railroad's Car Shop 9 and its associated multiple siding tracks by the 1920s. The 2016 RSPU SEIR identified that nothing remains of the car shop or the track.[28]

Since the adoption of the 2016 RSPU SEIR, the project site has remained in an undeveloped state, essentially the same as the existing conditions when analyzed in the 2016 RSPU SEIR. However, the project site has been subject to ongoing remediation activity and has been used to temporarily stockpile controlled soil and demolition materials that will be exported and to stockpile clean fill materials for use in site construction in the RSP Area. Minor grading has occurred to clear space for the imported soil. Ongoing removal of previous features has included the removal of old railroad tracks and rail ties, which have been temporarily stockpiled on the project site among other demolition materials. A new gravel driveway has been installed providing access to the project site from North B Street for use by vehicles transporting fill.

Comparative Impacts Discussion

Historical Resources

The 2016 RSPU SEIR identified and analyzed potential impacts to historical resources from development of the 2016 MLS Stadium at a project level. The 2016 MLS Stadium site was determined to contain no historic resources. In consideration of the distance of the 2016 MLS Stadium site from the Central Shops Historic District, the Water Tower, and the I Street Bridge, the 2016 RSPU SEIR determined that no indirect impacts to historical resources would occur due to the construction or operation of the 2016 MLS Stadium. The 2016 RSPU SEIR determined that the 2016 MLS Stadium site is located approximately 1,000 feet north of the boundary of the Alkali Flat North Historic District boundary at Chinatown Alley and 11th Street. The analysis determined that the 2016 MLS Stadium would be located on the opposite side of the railroad levee, which would obstruct views of the stadium from the historic district. The analysis determined that the distance between the 2016 MLS Stadium and the district, the obstruction provided by the tracks, and implementation of the RSPU Design Guidelines would provide adequate differentiation and distance to lessen any potential indirect impacts, and the impact would be less than significant.[29]

The Proposed Project proposes no substantial changes to the plans for the development footprint of the project site. The scale, location, and visual character of the new construction are substantially similar to what was originally proposed and analyzed. Therefore, the Proposed Project would have no effect on known historic resources, the same conclusion as in the 2016 RSPU SEIR.

Archaeological Resources and Human Remains

The 2016 RSPU SEIR identified that the 2016 MLS Stadium site was not proposed in an area that was previously or currently considered sensitive for prehistoric or historic-period archaeological resources. The 2016 RSPU SEIR identified that the 2016 MLS Stadium site was the location of

[28] City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, pages 4.4-23.

[29] City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, pages 4.4-61 to 4.4-75.

extensive ground disturbing activities associated with remediation activities, and during this extensive remediation work, no prehistoric-period materials were observed during monitoring and no significant historic-period archaeological remains were identified. For these reasons, the 2016 RSPU SEIR determined it was not considered likely that archaeological resources would be encountered during construction of the 2016 MLS Stadium.[30]

However, as discussed in the 2016 RSPU SEIR, RSPU project excavation could occur at a depth that exceeds the depth of prior excavations, potentially revealing previously unknown archaeological resources or human remains. Implementation of Mitigation Measure 4.4-1(c) would reduce potential impacts to previously undiscovered archaeological resources or human remains to a less-than-significant level.[31] The Proposed Project would be constructed within the footprint analyzed at a project level for development of the 2016 MLS Stadium. Therefore, implementation of Mitigation Measure 4.4-1(c) would similarly reduce potential impacts to previously undiscovered archaeological resources or human remains to a less-than-significant level.

Paleontological Resources

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

Pursuant to the City of Sacramento 2040 General Plan Master EIR (Geology, Soils, Mineral Resources, and Paleontological Resources), the City of Sacramento is not highly sensitive for paleontological resources due to the absence of fossil-bearing soils and rock formations.[32] Most of the RSP Area has been excavated and filled, including the project site. Artificial fills, surface soils, and high-grade metamorphic rocks do not contain paleontological resources. While such materials were originally derived from rocks, they have been altered, weathered, or reworked such that the discovery of intact fossils would be rare. Therefore, there is little potential for the project site to contain paleontological resources.

However, the 2016 RSPU SEIR recognized that unanticipated discovery of paleontological resources could occur during 2016 MLS Stadium project construction. The SEIR determined that Mitigation Measure 4.4-7 would provide actions to follow in the unlikely event of the discovery of paleontological resources and would reduce these impacts to a less-than-significant level.[33] The Proposed Project would occur within the footprint analyzed for the development of the 2016

30 City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, pages 4.4-57.

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

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

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

MLS Stadium in the 2016 RSPU SEIR. Similar to the conclusion in the SEIR analysis, implementation of Mitigation Measure 4.4-7 would limit impacts from the Proposed Project to previously undiscovered paleontological resources to less than significant.

Mitigation Measures

2016 RSPU SEIR Mitigation Measures

Mitigation Measure 4.4-1(c)

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

i. If a monitoring archaeologist or a member of the construction team believes that an archaeological resource has inadvertently been uncovered, all work adjacent to the discovery shall cease, and an SOI qualified archaeologist immediately notified. Appropriate steps shall be taken, as directed by the archaeologist, to protect the discovery site. The area of work stoppage will be adequate to provide for the security, protection, and integrity of the archaeological resources in accordance with Federal and State Law. At a minimum the area will be secured to a distance of 50 feet from the discovery. Vehicles, equipment, and unauthorized personnel shall not be permitted to traverse the discovery site. The archaeologist shall conduct a field investigation and assess the significance of the find. Impacts to cultural resources shall be lessened to a less-than-significant level through data recovery or other methods determined adequate by the archaeologist and consistent with the Secretary of the Interior's Standards for Archaeological Documentation. All identified cultural resources shall be recorded on the appropriate DPR 523 (A-L) form and filed with the North Central Information Center.

ii. If human remains are discovered at the project construction site during any phase of construction, all ground-disturbing activity within 50 feet of the resources shall be halted and the County Coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County Coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. If the remains are determined to be Chinese, or any other ethnic group, the appropriate local organization affiliated with that group shall be contacted and all reasonable effort shall be made to identify the remains and determine and contact the most likely descendant. The approved mitigation shall be implemented before the resumption of ground-disturbing activities within 50 feet of where the remains were discovered.

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

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

Mitigation Measure 4.4-7

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

Additional 2025 Mitigation Measures

No additional mitigation measures are required.

Conclusion

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

Energy

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

Discussion

Relevant Changes to Project Related to Energy

The Proposed Project would include design features intended to reduce operational energy consumption, such as the use of high-efficiency lighting, modern building systems, and potential electrification of stadium operations where feasible. The Proposed Project would involve construction of a professional soccer stadium with approximately 12,000 seats, with the potential for future expansion of 20,000 or more seats up to 25,000 seats, through subsequent phasing. While the specific layout and design elements may differ from what was previously envisioned, the scale and intensity of development would be similar to the 2016 MLS Stadium project evaluated in the 2016 RSPU SEIR.

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

Relevant Changes to Environmental Setting

Electrical service was planned in the 2016 RSPU SEIR to be provided by SMUD through new electrical lines connected to an entirely new substation that would be constructed to serve the Railyards. The 2016 RSPU SEIR reported that SMUD was in the process of replacing and expanding the capacity of Station A, located on Block 42A at the corner of 6th Street and H Street,

with a new Station A to be constructed on Block 42B, near the 6th Street/G Street intersection. In August 2023, SMUD opened a new Station G located at the intersection of 7th and G Streets. In addition, in March 2024 SMUD completed the CEQA process for a new bulk transmission substation, Substation J, which would be located at 1220 North B Street, immediately east of the RSP Area.[34]

Relevant Changes to Regulatory Setting

New Building Electrification Ordinance

Since certification of the RSPU SEIR, the City adopted the New Building Electrification Ordinance on June 1, 2021. The Ordinance, which took full effect on June 1, 2023, requires that all new buildings be constructed without fuel gas piping installed on the lot or within the building; and that they use electricity as their sole source of energy except for emergency power systems. The Ordinance set tiered effective dates for structures requiring all-electric design and construction of one-to-three-story buildings after January 1, 2023 and buildings with four or more stories after January 1, 2026. The latter would apply to the Proposed Project, which would have more than three floors in its west stand. Complete building permit applications (including payment of all required fees) filed with and accepted by the City's Building Division prior to the effective dates are not subject to all-electric requirements. The 12,000-seat initial phase of the Proposed Project would not be subject to the Ordinance.

Climate Action and Adaptation Plan

On February 7, 2024 the City adopted the Climate Action & Adaptation Plan (CAAP) in tandem with the 2040 General Plan and Final Master Environmental Impact Report. The CAAP sets new greenhouse gas reduction targets for the City and identifies key strategies and actions that form the foundation of Sacramento's goal of achieving carbon neutrality by 2045. The proposed project would be required to comply with the provisions of the CAAP.

Comparative Impacts Discussion

Increased Demand for Energy

The 2016 RSPU SEIR analyzed the potential for increased energy demand from buildout of the Railyards Specific Plan, including the previously proposed 2016 MLS Stadium project, to result in significant environmental effects. That analysis included estimates of electricity, natural gas, and transportation fuel consumption during both construction and operation.[35]

The Proposed Project would be consistent in scale and use with the 2016 MLS Stadium and would not represent an intensification of energy demand beyond what was evaluated in the 2016 RSPU SEIR. The stadium would be designed to meet or exceed state and local energy efficiency standards and would operate with energy-efficient systems. In accordance with the City's electrification ordinance, major building systems such as heating, cooling, and food service

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

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

infrastructure would be required to be all-electric. Compliance with electrification requirements would further reduce reliance on natural gas and ensure alignment with applicable state and local climate action and energy efficiency goals.

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

Wasteful, Inefficient, or Unnecessary Consumption of Energy Resources

The analysis of energy impacts in the 2016 RSPU SEIR considered the potential for wasteful or inefficient use of energy and concluded that development of the 2016 MLS Stadium would be designed and operated to minimize the use of electrical, natural gas, and transportation fuel energy through compliance with the then-current 2016 Title 24 standards and the utilization of green building technology and renewable energy sources.[36] The 2022 Title 24 standards are the most recent applicable to the Proposed Project, and are more stringent energy efficiency standards than the Title 24 standards in effect at the time of certification of the 2016 RSPU SEIR. For the above reasons, the Proposed Project would not result in the wasteful or inefficient use of energy, resulting in a less-than-significant impact; the same conclusion as disclosed in the 2016 RSPU SEIR.

Mitigation Measures

2016 RSPU SEIR Mitigation Measures

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

Additional 2025 Mitigation Measures

No additional mitigation measures are proposed.

Conclusion

The Proposed Project is a refined initial phase of the 2016 MLS Stadium analyzed in the 2016 RSPU SEIR that would have lower energy requirements compared to those described in the SEIR, due to improved energy efficiency in project design. The Proposed Project would be constructed within the footprint previously analyzed in the 2016 RSPU SEIR. 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 related to energy use that are substantially more severe than significant impacts previously disclosed.

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

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. For these reasons, the conclusions of the 2016 RSPU SEIR remain valid and effects related to energy 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?
7. Geology and Soils. Would the project:					
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? ii. Strong seismic ground shaking? iii. Seismic-related ground failure, including liquefaction and lateral spreading? iv. Seismically induced landslides?	RSPU SEIR page 4.6-20 to 4.6-36	No	No	No	N/A
b. Result in substantial soil erosion capable of causing significant property damage or the loss of useable topsoil?	RSPU SEIR page 4.6-26 to 4.6-29	No	No	No	N/A
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslides, subsidence, soil failure or soil compaction?	RSPU SEIR page 4.6-26 to 4.6-29	No	No	No	N/A
d. Be located on problematic soils such as those characterized as expansive, as defined in 24 CCR 1803.5.3 of the California Building Code (2013), or corrosive?	RSPU SEIR page 4.6-26 to 4.6-29	No	No	No	N/A
e. Be located on soils that are incapable of adequately supporting alternative methods of wastewater disposal where sewers are not available for the disposal of wastewater?	RSPU SEIR page 4.6-26 to 4.6-29	No	No	No	N/A

Discussion

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

Relevant Changes to Project Related to Geological Resources

The 2016 RSPU SEIR evaluated potential effects related to geological resources resulting from development of the 2016 MLS Stadium Project, which included development across the project site. As was anticipated in the 2016 RSPU SEIR, the Proposed Project would require excavation and construction on the site to establish subgrade and foundational components of the proposed uses as discussed in the project description. The Proposed Project would not expand the project site. Thus, ground disturbance would remain the same as was anticipated in the 2016 RSPU SEIR. The Proposed Project would not change the approved 2016 MLS Stadium Project in ways that would substantially alter anticipated impacts related to geological resources.

Relevant Changes to Environmental Setting

The project site has remained in the same condition as it relates to geology, soils and seismicity as when analyzed in the 2016 RSPU SEIR. Since the adoption of the 2016 RSPU SEIR, the project site has remained in an undeveloped state, essentially the same as the existing conditions when analyzed in the 2016 RSPU SEIR. However, the project site has been subject to ongoing remediation activity and has been used to temporarily stockpile controlled soil and demolition materials that will be exported and to stockpile clean fill materials for use in site construction in the RSP Area. Minor grading has occurred to clear space for the imported soil. Ongoing removal of previous features has included the removal of old railroad tracks and rail ties, which have been temporarily stockpiled on the project site among other demolition materials. A new gravel driveway has been installed providing access to the project site from North B Street for use by vehicles transporting fill.

Comparative Impacts Discussion

Issues Not Further Discussed in Impacts Analysis

The 2016 RSPU SEIR found that the development of the 2016 RSPU would have no impact regarding the exposure of people or structures to rupture of a known earthquake fault as there are no faults that cross or trend towards the RSP Area. Fault-location information is unchanged since certification of the 2016 RSPU SEIR; therefore, the Proposed 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. The topographic conditions were identified in the 2016 RSPU SEIR as being unchanged from conditions reported in the 2007 RSP EIR. Those conditions remain unchanged at present as the RSP Area is nearly flat while the banks of the Sacramento River are relatively steep. As described in the 2016 RSPU SEIR, the Proposed Project would result in no impact regarding the exposure of people of structures to landslides, and this issue is not addressed further.

Seismic Hazards

The 2016 RSPU SEIR discussed seismic hazards, such as ground shaking and liquefaction, under Impacts 4.6-1 and 4.6-5 on pages 4.6-20 through 4.6-36. As discussed in the 2016 RSPU SEIR,

the RSP Area could be subject to seismic hazards such as, ground shaking and liquefaction, caused by major seismic events outside of the RSP Area. While no active faults are located near the project site, the resulting vibration from distant faults could cause damage to buildings, roads, and infrastructure, and could cause ground failures such as liquefaction or settlement in loose alluvium and/or poorly compacted fill. To reduce the primary and secondary risks associated with seismically induced ground shaking, it is necessary to take the location and type of subsurface materials into consideration when designing foundations and structures.

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

The 2016 RSPU SEIR concluded that based on an existing regulatory framework that addresses earthquake safety issues and requires adherence to the requirements of the CBC and design standards, seismic ground shaking and liquefaction would not be a substantial hazard in the RSP Area.[37] As described above, the current geologic context of the project site is the same as was considered in the 2016 RSPU SEIR. The Proposed Project would develop the same uses as those considered for the project site in the 2016 RSPU SEIR, which would be subject to the same or more advanced regulatory framework that addresses earthquake safety issues. For these reasons, the Proposed Project would be anticipated to have a less-than-significant impact related to seismic ground shaking and no mitigation is required. This is the same conclusion as made for the 2016 MLS Stadium Project in the 2016 RSPU SEIR.

Erosion

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

The Proposed Project covers an area larger than one acre of ground surface; therefore, it would be required to comply with the with Construction General Permit requirements, including the

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

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."[38] 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 associated with the construction of the Proposed Project would be minimized, and the impact would be less than significant. No mitigation measures would be required. This is the same conclusion as made for the 2016 MLS Stadium Project in the 2016 RSPU SEIR.

Unstable Soils, Subsidence, and Topography

The 2016 RSPU SEIR discusses unstable soil conditions, such as expansive soils and subsidence under Impacts 4.6-4 on pages 4.6-29 through 4.6-35. Under CEQA, the City is not required to consider the effects of bringing a new population into an area where hazards exist, because the project itself would not increase or otherwise affect the geologic conditions that create those risks.[39] 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 include the construction of facilities and site improvements similar to those described and analyzed in the 2016 RSPU SEIR. The project boundary is not changing from what was previously analyzed, and thus would not alter the impacts previously assessed. The Proposed Project would require cut and fill on-site to create the final topography, making the site suitable for construction. Therefore, some on-site soils would be used for fill but only those soils that meet the applicable Department of Toxic Substances Control thresholds and comply with the Railyards Project Soil and Ground Water Management Plan. Soils that have been imported in the intervening years since certification of the 2016 RSPU SEIR and stockpiled in the project site are intended for that purpose.

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

38 City of Sacramento Department of Utilities, 2013. Department of Conservation Website: Seismic Hazard Zones. Available: https://www.cityofsacramento.gov/content/dam/portal/dou/utilities/development-standards/Sediment-control-manual.pdf. Accessed April 24, 2025.

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

Mitigation Measures

2016 RSPU SEIR Mitigation Measures

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

Additional 2025 Mitigation Measures

No additional mitigation measures are proposed.

Conclusion

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

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

Global Climate Change

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

Discussion

Relevant Changes to Project Related to Greenhouse Gas Emissions

The Proposed Project would include design elements intended to substantially reduce operational greenhouse gas (GHG) emissions associated with facility energy use, including the incorporation of energy-efficient systems. As described in the Project Description, the initial phase of the Proposed Project would involve the construction of a 12,000-seat stadium, with the ability to expand to 20,000 or more seats up to 25,000 seats through subsequent phasing. The Proposed Project would be consistent in scale and intensity with the stadium evaluated in the 2016 RSPU SEIR and would not introduce uses that would generate substantially greater GHG emissions than those previously analyzed. Additionally, the Proposed Project would be subject to the 2022 Title 24 energy efficiency standards, which are more stringent than the standards in place at the time of the 2016 RSPU SEIR.

The Proposed Project would also support and enhance access to multimodal transportation options, as it is located within walking distance of the Sacramento Valley Station, a major multi-modal transit hub, and is proximate to the existing RT Township 9 light rail station and the planned 7th Street RT light rail station. These transit options were contemplated in the 2016 RSPU SEIR, and the Proposed Project reinforces the Railyards' vision for a transit-oriented development pattern that reduces vehicle miles traveled (VMT) and associated GHG emissions. These project features would result in construction and operational GHG emissions that would be within the scope of what was analyzed in the 2016 RSPU SEIR and would not result in new or more severe GHG impacts.

Relevant Changes to Environmental Setting

The project site, as analyzed in the 2016 RSPU SEIR, has remained largely unchanged since the certification of the 2016 SEIR. During that time, some projects have progressed pursuant to implementation of the RSPU, including substantial buildout of roadways within the RSP Area. In addition, several individual development projects have been undertaken, including the Stormwater Outfall Project, which has been completed, and the AJ Apartments, Wong Center, Kaiser Permanente Medical Center, and Sacramento County Courthouse projects located to the

east and southeast of the project site, which are nearing completion. Otherwise, there have been no substantial changes to the RSP Area.

The City of Sacramento met its 2020 climate goal in 2016. Between 2005 and 2016, community-wide emissions decreased from 4,235,000 metric tons (MT) of carbon dioxide equivalent (CO_2e) to 3,424,700 MT CO_2e - a reduction of over 19%. Per capita emissions have decreased by over 26%, demonstrating that even though the City of Sacramento has grown substantially since 2005, emissions have decreased at a more rapid rate.

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

Comparative Impacts Discussion

The assessment of project effects related to GHG Emissions in the 2016 RSPU SEIR focuses on the project's consistency with the City of Sacramento's Climate Action Plan (CAP) policies, which the City had incorporated into the Sacramento 2035 General Plan, which has subsequently been superseded by the Sacramento 2040 General Plan. The evaluation in the 2016 RSPU SEIR considers the 2016 MLS Stadium Project in comparison to the City's CAP Consistency Checklist. Based on this comparison, the RSPU was analyzed to be consistent with the CAP and pursuant to CEQA Guidelines section 15183.5(b) would therefore have a less-than-considerable contribution to cumulative greenhouse gas (GHG) emissions.[40]

The Proposed Project would develop and operation a professional soccer stadium that would have the same uses and event programming and would further accommodate up to the same number of event attendees and workers as we analyzed in the 2016 RSPU SEIR. The proposed stadium would also reflect the incremental improvements in energy efficiency driven by evolution in Title 24 standards to the current (2022) standard. Thus, the Proposed Project would have similar or reduced GHG emissions relative to emissions analyzed for the 2016 MLS Stadium Project in the 2016 RSPU SEIR. Therefore, neither a new significant nor substantially more severe significant impact would occur from the Proposed Project, with respect to GHG emissions, as compared to impacts analyzed in the 2016 RSPU SEIR.

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

Consistency with Climate Action and Adaptation Plan

The City of Sacramento's Climate Action & Adaption Plan (CAAP) aims to reduce GHG emissions and promote sustainable development. As discussed above, the Proposed Project is consistent in scale and use with the 2016 MLS Stadium Project analyzed in the 2016 RSPU SEIR and includes refinements that result in reduced GHG emissions as compared to the prior approved project. Because as compared to the GHG emissions from the 2016 MLS Stadium the overall level of GHG emissions from the Proposed Project would be incrementally reduced due to compliance with current Title 24 energy efficiency standards, the Proposed Project would not result in a new significant impact under the updated GHG criteria.

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

- The Proposed Project would not conflict with Measure E-2 of the CAAP to eliminate natural gas in new construction, as the project would proceed in advance of the required period for new buildings greater than three stories to be all-electric buildings;
- As a permitted use within the Urban Center High land use designation, which supports mixed-use, entertainment, and destination-oriented developments within the RSP Area, the Proposed Project would be consistent with the land use designations outlined in the Sacramento 2040 General Plan;
- The Proposed Project would contribute to infill growth within the Central City Community Plan, fulfilling Measure E-5 of the CAAP;
- The stadium would include sustainability features that align with the City's goals to reduce GHG emissions and promote energy efficiency and would comply with the 2022 Title 24 energy efficiency standards.

By maintaining consistency with the City's 2040 General Plan and CAAP, and by incorporating energy efficiency standards and promoting infill development within the Central City Community Plan, the Proposed Project would not result in new or substantially more severe GHG emissions impacts compared to the 2016 MLS Stadium Project analyzed in the 2016 RSPU SEIR. As such, the Proposed Project would not introduce new significant impacts related to GHG emissions, and the previous conclusion of a less-than-significant impact remains applicable. Mitigation Measures

2016 RSPU SEIR Mitigation Measures

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

Additional 2025 Mitigation Measures

No additional mitigation measures are proposed.

Conclusion

As compared to the project analyzed in the 2016 RSPU SEIR, changes introduced by the Proposed Project and/or new circumstances relevant to the project would not result in a new significant

impact or significant impacts that are substantially more severe than significant impacts previously disclosed. No new mitigation measures would be required.

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

Hazards and Hazardous Materials

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
9. Hazards and Hazardous Materials. Would the project:					
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	RSPU SEIR page 4.8-62	No	No	No	N/A
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	RSPU SEIR page 4.8-66 to 4.8-72	No	No	No	Yes 2016 RSPU SEIR MM 4.8-7
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	RSPU SEIR page 4.8-3	No	No	No	N/A
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	N/A	No	No	No	N/A
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working on the project area?	N/A	No	No	No	N/A
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	N/A	No	No	No	N/A
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	N/A	No	No	No	N/A

Discussion

Relevant Changes to Project Related to Hazards and Hazardous Materials

The 2016 RSPU SEIR evaluated potential effects related to hazards and hazardous materials resulting from development of the 2016 MLS Stadium Project, which included development across the project site. As was anticipated in the 2016 RSPU SEIR, the Proposed Project would require excavation and construction on the site to establish subgrade and foundational components of the proposed uses as discussed in the project description. The Proposed Project

would not expand the project site. Thus, ground disturbance would remain the same as was anticipated in the 2016 RSPU SEIR. The Proposed Project would not change the approved 2016 MLS Stadium Project in ways that would substantially alter anticipated impacts related to hazards and hazardous materials.

Relevant Changes to Environmental Setting

Since the adoption of the 2016 RSPU SEIR, the project site has remained in an undeveloped state, essentially the same as the existing conditions when analyzed in the 2016 RSPU SEIR. However, the project site has been subject to ongoing remediation activity and has been used to temporarily stockpile controlled soil and demolition materials that will be exported and to stockpile clean fill materials for use in site construction in the RSP Area. Minor grading has occurred to clear space for the imported soil. Ongoing removal of previous features has included the removal of old railroad tracks and rail ties, which have been temporarily stockpiled on the project site among other demolition materials. A new gravel driveway has been installed providing access to the project site from North B Street for use by vehicles transporting fill.

Comparative Impacts Discussion

Accidental Release of Hazardous Substances

As analyzed in the 2016 RSPU SEIR, the types and quantities of hazardous substances that would be present during operation of the MLS Stadium are expected to be similar to those discussed above for businesses in the RSP Area, which could include oils, fuels, paints, solvents, acids and bases, disinfectants, metals, and pesticides and herbicides. It is assumed that the use of hazardous substances would be intermittent and use would increase with event activity. Hazardous materials would be handled, stored, and disposed of in compliance with federal, state, and local regulations, ensuring minimal risk to public health and safety.

As anticipated and analyzed in the 2016 RSPU SEIR, the Proposed Project could use a diesel-powered emergency back-up generator during operation. Use of this diesel-powered emergency back-up generator would not be continuous. It would only operate during emergencies or when being tested (typically, monthly). The generator would be subject to the requirements of the California Fire Code, which includes placement limitations and fuel capacity limits. The generator would comply with California Fire Code requirements, mitigating any potential impacts from diesel use.

The Proposed Project would not introduce new components or alterations that would require levels of excavation or handling of hazardous materials beyond what was previously anticipated in the 2016 RSPU SEIR. Given the minimal changes in the scale and scope of the project, the impacts related to hazardous materials associated with the Proposed Project would be consistent with those previously analyzed in the 2016 RSPU SEIR. Therefore, with implementation of proposed requirements and regulations, the risk that the Proposed Project would cause an accidental release of hazardous materials that could create a public or environmental health hazard is unlikely, and the impact of construction and operation-related hazardous chemical use would be considered less than significant, and no new or previously dismissed mitigation

measures would be required. This is the same conclusion as made for the 2016 MLS Stadium Project in the 2016 RSPU SEIR.

Contaminated Soil or Groundwater

The 2016 RSPU SEIR identified that the MLS Stadium is located within the Lagoon Study Area and Car Shop Nine Study Area, which are covered by the 2015 Land Use Covenant (LUC), pursuant to which construction in the project area must be accomplished in compliance with the Environmental Restrictions of the 2015 LUC, including compliance with the Railyards Projects Soil and Groundwater Management Plan (SGMP).[41] This would minimize the potential exposure to contaminated soil. The 2016 RSPU SEIR also identified RSPU policies, including HAZ-1.1, which requires that development-related excavation be carried out in a manner that meets DTSC requirements, and HAZ-4.1, which implements DTSC-approved remedial action plans. The 2016 RSPU SEIR concluded that through compliance with the 2015 LUC and conformance to the RSPU policies identified above, the MLS Stadium Project would have a less than significant impact related to exposure of people to health risk associated with contaminated soils and debris.

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

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

Exposure to Hazardous Materials

The Proposed Project would not affect renovation and/or restoration of the Central Shops buildings.[42] As such, the Proposed Project would result in no impact related to the exposure of people to asbestos containing materials, lead-based paint and/or other hazardous materials. This is the same conclusion as made for the 2016 MLS Stadium Project in the 2016 RSPU SEIR.

[41] City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, page 4.8-71.

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

Mitigation Measures

2016 RSPU SEIR Mitigation Measures

Mitigation Measure 4.8-7

a) In areas where the groundwater contamination has the potential to reach water, sewer, or storm drainage pipelines due to fluctuations in the elevation of the groundwater table, or where volatile contaminants in soil vapor could enter porous utility lines, measures such as concrete trenches, membrane barriers and venting will be used to prevent infiltration in accordance with DTSC requirements.

b) Routine monitoring of the above areas shall be performed by the landowners and/or the City, reported to DTSC and Regional Water Board, and corrective actions implemented if the results indicate adverse change in water quality. For stormwater, the monitoring may be conducted through the City's MSR 4 program.

Additional 2025 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 2016 RSPU SEIR, result in a new significant impact or significant impacts related to hazards and hazardous materials that are substantially more severe than significant impacts previously disclosed. In fact, conditions at the project have been substantially improved since the 2016 RSPU SEIR in that soil remediation has been completed and certified.

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

Hydrology and Water Quality

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
10. Hydrology and Water Quality. Would the Project:					
a. Violate any water quality standards or waste discharge requirements?	RSPU SEIR page 4.9-22 to 4.9-29	No	No	No	N/A
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	RSPU SEIR page 4.9-32 to 4.9-34	No	No	No	N/A
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	RSPU SEIR page 4.9-29 to 4.9-32	No	No	No	N/A
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	RSPU SEIR page 4.9-29 to 4.9-32	No	No	No	N/A
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	RSPU SEIR page 4.9-22 to 4.9-32	No	No	No	N/A
f. Otherwise substantially degrade water quality?	RSPU SEIR page 4.9-22 to 4.9-29	No	No	No	N/A
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	RSPU SEIR page 4.9-29 to 4.9-32	No	No	No	N/A
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	RSPU SEIR page 4.9-29 to 4.9-32	No	No	No	N/A
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	RSPU SEIR page 4.9-29 to 4.9-32	No	No	No	N/A
j. Inundation by seiche, tsunami, or mudflow?	RSPU SEIR page 4.9-1	No	No	No	N/A

Discussion

Relevant Changes to Project Related to Hydrology and Water Quality

The 2016 RSPU SEIR evaluated potential effects related to hydrology and water quality resulting from development of the 2016 MLS Stadium Project, which included development of the project site. Relevant to hydrology and water quality, the area and type of development for the Proposed Project would remain the same as was analyzed for the MLS Stadium in the 2016 RSPU SEIR.

Relevant Changes to Environmental Setting

There have been no material changes to the conditions of the project site since certification of the 2016 RSPU SEIR. However, the majority of the roadway system and associated infrastructure within the RSP Area have been constructed as planned in the RSPU. The 2016 RSPU SEIR analyzed the Stormwater Outfall project which has been completed and is now operational and capable of serving development within the RSP Area.

Comparative Impacts Discussion

Risk of Flooding

As indicated in the 2016 RSPU EIR, the majority of the RSP Area is identified on the FEMA FIRM map as outside of the 100-year floodplain. The 2016 RSPU SEIR analyzed conveyance of stormwater drainage from the RSP Area through the Stormwater Outfall project. With the use of the new Stormwater Outfall, no new significant impacts related to risk of floods would occur from development of sites within the RSP Area. 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 a systemically sized stormwater network to the existing City outfall and the completed RSP Area stormwater outfall. Although the associated City drainage pump station is not yet operational, it is anticipated to be completed by Winter 2025, and wouldsimilarly result in a less-than-significant impact. This is the same conclusion as made for the 2016 MLS Stadium Project in the 2016 RSPU SEIR. Further, if the Proposed Project exceeds the imperviousness specified in the Railyards Drainage Master Plan, the applicant would be required to provide onsite drainage mitigation.

Water Quality

The 2016 RSPU SEIR discussed impacts with respect to water quality and found that earth-disturbing construction activities could substantially increase the potential for soil erosion and sedimentation in runoff discharging from the site during a rainstorm. In addition, improper handling, storage, or disposal of fuels and materials or improper cleaning of machinery could result in accidental spills or discharges that could degrade water quality. However, the 2016 RSPU SEIR identified that compliance with Sediment Control Ordinance, NPDES General Construction Permit, and project-specific dewatering permits would prevent the substantial degradation of water quality during project construction.[43] The Proposed Project would employ the same development methods and would be subject to the same permit and ordinances,

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

compliance with which would limit project impacts related to the degradation of water quality to less than significant.

During operation, runoff from the Proposed Project would contain pollutants common in urban runoff including metals, oils and grease, pesticides, herbicides, nutrients, and trash, similar to anticipated runoff effects analyzed in the 2016 RSPU SEIR.[44] As was concluded in the 2016 RSPU SEIR for the 2016 MLS Stadium Project, the Proposed Project would be subject to treatment control and Low Impact Development (LID) regulations that would ensure that the project would not result in an impact to water quality. This is the same conclusion as made for the 2016 MLS Stadium Project in the 2016 RSPU SEIR.

Groundwater

Analysis of the potential impacts to groundwater in the 2016 RSPU SEIR concluded that the project would not withdraw groundwater for water supply or interfere with recharge of the groundwater basin.[45] Development would be required to implement BMPs to prevent adverse 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 2016 RSPU SEIR. 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. This is the same conclusion as made for the 2016 MLS Stadium Project in the 2016 RSPU SEIR.

Mitigation Measures

2016 RSPU SEIR Mitigation Measures

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

Additional 2025 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 a new significant impact or significant impacts related to hydrology and water quality that are substantially more severe than significant impacts previously disclosed.

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

[45] City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, page 4.9-33.

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. For these reasons, the conclusions of the 2016 RSPU SEIR remain valid and Proposed Project effects related to hydrology and water quality would not require the preparation of a subsequent EIR.

Noise

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

Discussion

Relevant Changes to Project Related to Noise

The Proposed Project would result in construction and operational noise impacts similar in nature to those disclosed for the 2016 MLS Stadium project evaluated in the 2016 RSPU SEIR. The Proposed Project would have an initial development phase which would include construction of a 12,000-seat stadium along with supporting infrastructure, plaza areas, lighting, and other site improvements described further below. In the future the SRFC Stadium Project could be expanded from 12,000 seats to approximately 20,000 or more seats, up to a maximum of 25,000 seats. While the specific design of the stadium has evolved, the anticipated sources of operational noise, including spectator activities, amplified sound during events, and vehicular traffic, remain consistent with the impacts previously analyzed.

The Proposed Project would develop an initial phase that would have a different design relative to the initial phase of development analyzed for the 2016 MLS Project analyzed in the 2016 RSPU SEIR. Where the 2016 MLS Project was planned to initially develop as an enclosed stadium, the Proposed Project would initially develop a 12,000-seat stadium that would include four spectator seating stands on each side of the field with open corners, through which noise from within the stadium would have unattenuated pathways to flow into surrounding areas. This would have the

potential to result in greater noise impacts to nearby noise-sensitive receptors and is evaluated in the comparative impact discussion below.

Relevant Changes to Environmental Setting

Since certification of the 2016 RSPU SEIR, conditions within the Proposed Project site have been subject to gradual change due to ongoing remediation activities and the stockpiling of materials for export and clean fill materials for use on projects within the RSP area. The surrounding RSP Area has seen incremental progress consistent with RSPU buildout, including substantial completion of the RSP Area roadway network west of 7th Street. Several development projects on nearby parcels are nearing completion, including The AJ Apartments development at the southwest corner of 7th Street and Railyards Boulevard, the Wong Center on 7th Street south of the UPRR tracks, and the Sacramento County Courthouse between 6th and 7th Streets at the southern edge of the RSP Area. Construction of the Kaiser Permanente Railyards Medical Center (KP Railyards Medical Center) began in early 2025 and is currently under way. Outside of the RSP Area, the May Lee State Office Complex on North 7th Street between North B Street and Richards Boulevard has also neared completion. Nearest and most relevant to the Proposed Project, the Creamery at Alkali Flat residential community, which was under construction during preparation of the 2016 RSPU SEIR, is now complete and inhabited by residents.

With the exception of the KP Railyards Medical Center, each of these projects would become operational prior to completion of the Proposed Project and would contribute to incremental increases in ambient traffic noise levels in the area. However, the background noise environment remains generally consistent with conditions assumed in the 2016 RSPU SEIR, and these changes do not alter the overall noise setting in a way that would change the conclusions of the prior analysis.

Comparative Impacts Discussion

Construction Noise

The 2016 RSPU SEIR identified that construction of the 2016 MLS Stadium Project would involve site grading, excavation for infrastructure and building foundations, vertical construction, and paving and landscaping installation. The SEIR analysis assumed that impact pile driving would be the loudest construction activity that may take place during building construction. Impact pile driving could generate noise levels that could adversely affect existing and future sensitive land uses (up to 80 dBA L_{eq}/87 dBA L_{max} across 5th Street in the adjacent R-5-SPD zone).[46] By the time construction begins, future residential uses may be present to the west of 7th Street, as well as in mixed-use projects developed in the C-3-SPD zone south of Railyards Boulevard. The Proposed Project would involve similar types and intensity of construction activities as previously analyzed. However, the modular nature of the proposed north, south, and east stands would be anticipated to require less intensive construction efforts relative to the buildout of a fully enclosed stadium bowl, as was planned and analyzed in the 2016 RSPU SEIR. Therefore, construction of the Proposed Project would be anticipated to have incrementally less

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

construction intensity relative to the 2016 MLS Stadium Project analyzed in the 2016 RSPU SEIR and would have a corresponding reduction in construction noise. Regardless, the most noise-intensive aspects of construction including site clearing, grading, and excavation would be anticipated to be similar to the anticipated activities in the 2016 RSPU SEIR, given that the full site would be developed as was anticipated in the SEIR. Thus, while the number of days of construction could be anticipated to be less than or similar to the previously anticipated number of construction days, the noise impacts from construction would be anticipated to be generally the same for the Proposed Project as were analyzed in the 2016 RSPU SEIR.

The implementation of Mitigation Measure 4.10-1 from 2016 RSPU SEIR would implement actions intended to lessen noise impacts, including requirements for construction of temporary noise barriers if construction is going to take place within 130 feet of occupied residences, location of construction equipment staging as far as feasible from residential areas, and use of auger displacement for installation of foundation piles, if feasible. However, the 2016 RSPU SEIR found that Mitigation Measure 4.10-1 may not be sufficient to reduce short-term construction noise impacts to below the threshold of significance. This is the same conclusion as made for the 2016 MLS Stadium in the 2016 RSPU SEIR.

Currently, sensitive receptors are located as close as 100 feet from the eastern edge of the project site in the Creamery at Alkali Flat community. Construction noise could therefore temporarily exceed the City's noise thresholds at these nearby residences during peak construction activities.

Updated site conditions and project refinements do not alter the conclusions of the 2016 RSPU SEIR. Temporary construction noise generated by implementation of the Proposed Project may continue to exceed applicable noise standards, particularly during activities such as pile driving, even with implementation of Mitigation Measures 4.10-1. As such, consistent with the prior analysis, construction noise and vibration impacts would remain significant and unavoidable. However, construction noise from the Proposed Project would not result in new significant impacts or have a substantially more severe impact relative to the previously determined significant unavoidable impacts identified as occurring with implementation of the 2016 MLS Stadium Project as analyzed in the 2016 RSPU SEIR.

Operational Noise

The 2016 RSPU SEIR analyzed noise impacts that would occur from operation of the 2016 MLS Stadium Project related to on-road transportation and non-transportation sources including heating, ventilation and air conditioning (HVAC), loading docks, amplified sound, and game noise.

On-Road Transportation Noise

The 2016 RSPU SEIR determined that vehicles traveling to and from the 2016 MLS Stadium would create traffic-generated noise. These additional vehicle trips would result in higher noise levels along the downtown street network. However, the SEIR determined that noise generated from event traffic would not result in a significant impact. The Proposed Project would develop a 12,000-seat stadium along with supporting infrastructure, plaza areas, lighting, and other site improvements described further below. In the future the SRFC Stadium Project could be

expanded from 12,000 seats to approximately 20,000 or more seats, up to a maximum of 25,000 seats. The Proposed Project would have up to the same or lesser event attendee capacity relative to the 2016 MLS Stadium Project and would have the commensurately similar or lesser event traffic along road segments in the downtown street network. Therefore, the Proposed Project would have a similarly less-than-significant impact related to on-road transportation noise.

Non-Transportation Noise

The 2016 RSPU SEIR identified that the 2016 MLS Stadium Project would generate operational noise from HVAC systems and loading dock activity within the stadium project, that could have an adverse effect on sensitive noise receptors within 110 feet of HVAC systems and within 150 feet of loading docks. While there were no sensitive noise receptors within those distances of the proposed 2016 MLS Stadium Project HVAC systems, the RSPU provides for the development of housing on Blocks 56 and 69 (across 8th Street to the west of the project site) that could be located within 110 feet of HVAC systems and within 150 of loading docks. Future residents at those locations could be exposed to noise from HVAC systems or loading activity that would be potentially significant. The SEIR provided Mitigation Measure 4.10-2(a) which required project applicants to submit engineering and acoustic specification for project mechanical HVAC equipment and the proposed locations of onsite loading docks ensuring that HVAC equipment and loading dock designs would control noise from the equipment to at least 10 dBA below existing ambient levels at nearby noise sensitive receptors, resulting in a less than significant impact.

The Proposed Project would similarly develop team facilities along the western portion of the project site and would be anticipated to have similar HVAC needs and placement relative to the 2016 MLS Stadium. In addition, proposed loading docks would be located near the northwestern perimeter of the project site. Thus, Project HVAC and loading dock noise would be anticipated to have similar impacts on current and prospective noise sensitive receptors. There is currently no development proposals for Blocks 56 and 69 within the RSP Area. Thus, those uses could still be developed as residential uses resulting in future significant impacts to those residents from HVAC and loading noise from the Proposed Project. Mitigation Measure 4.10-2(a) would remain relevant to the Proposed Project and would similarly reduce impacts from HVAC and loading dock noise to less than significant.

Event Noise

The 2016 RSPU SEIR identified that the 2016 MLS Stadium Project would generate event noise in the form of amplified sound and crowd noise. The primary sources of amplified sound during either a soccer match, concert or music festival at the 2016 MLS Stadium would be from the speakers at the temporary outdoor event stages (proposed to be located on the west and north sides of the Stadium), concert event stage (proposed to be located on the southernmost end of the soccer pitch), and public address systems at the primary Stadium entrances. Detailed noise modeling using the proposed specific MLS Stadium design and anticipated noise attenuation was conducted to approximate noise levels resulting from a soccer match, music at the three proposed temporary stages outside of the MLS Stadium, and a concert event with the stage located on the south side of the pitch.

Noise modeling assumed that although the 2016 MLS Stadium seating bowl would be largely concrete with openings (vomitories) to accommodate attendee ingress/egress and would be partially covered with a roof structure over much of the seating area, in order to provide a conservative analysis, no noise attenuation should be attributed to the Stadium structure. In addition, the 2016 RSPU SEIR assumed that sound amplification would be at levels that represent the maximum allowable under the City's Noise Control Ordinance. Therefore, the noise modeling in the SEIR conservatively analyzed potential noise impacts to surrounding noise-sensitive receptors as it would be experienced if the amplified sound from stadium events was not dampened by the stadium structure, as if the noise sources had a direct line of site to the noise-sensitive receptors.

Events at the Stadium would take place primarily during weekends and on weekday evenings. For purposes of a conservative analysis, it was assumed that MLS soccer matches would be attended by full-capacity crowds with up to 25,000 ticketed attendees.

The SEIR identified a number of single- and multi-family residences located proximate to the proposed 2016 MLS Stadium, including in the Alkali Flat and Mansion Flats neighborhoods, the Cannery Place Apartments in the Township 9 development, Dos Rios public housing project (now Mirasol Village), Quinn Cottages, and several social service shelters in the River District. During major noise producing events at the 2016 MLS Stadium, the analysis identified that residential land uses would be exposed to amplified sound levels that would exceed the City of Sacramento's exterior night noise standard for amplified sound.

The SEIR determined event-related noise levels would exceed the City of Sacramento's exterior night noise standard for amplified sound at single- and multi-family homes located in the northern part of the Alkali Flat neighborhood and the northwest portion of Mansion Flats neighborhood. The potential sensitive receptors most exposed to amplified sound generated during major events at the 2016 MLS Stadium would include the KCRA building (approximately 500 feet south of the 2016 MLS Stadium), residences along D Street (approximately 1,000 feet north-west from the MLS Stadium), Globe Mills (approximately 720 feet south-east from the MLS Stadium), Quinn Cottages (approximately 1,000 feet east from the MLS Stadium), Mirasol Village (former Dos Rios Housing Project; approximately 2,300 feet north-east from the MLS Stadium), residences on Water Street (approximately 2,100 feet north-west from the MLS Stadium) and future residences across 8th Street (approximately 300 feet west of the MLS Stadium). The estimated exterior noise levels at these sensitive receptors from amplified sound from the MLS Stadium during a major event are provided in Table 4.10-14 of the 2016 RSPU SEIR and showed that amplified sound at all sensitive receptors near the 2016 MLS Stadium could exceed the City's daytime and nighttime noise standards, resulting in a significant impact.

The 2016 RSPU SEIR provided Mitigation Measure 4.10-2(b), which would require design and operation of stadium amplified sound sources to implement all feasible acoustic features to maintain amplified sound levels within acceptable City standards and limit speaker volumes at temporary plaza stages. However, the SEIR determined that though the outdoor amplified sound system at the proposed MLS Stadium could be designed to minimize noise exposure at off-site residences through such measures as speaker height, orientation and volume control, outdoor

speaker operations during concerts would be expected to exceed the exterior daytime and nighttime noise standards of the City's Noise Control Ordinance at the existing and future sensitive receptors, resulting in a significant unavoidable impact.

The Proposed Project would develop a professional soccer stadium that would host professional soccer matches, outdoor concert events and other special events. As shown in Table 3 of the Project Description, the type and number of proposed events at the Proposed SRFC Stadium are the same as were planned and analyzed in the 2016 RSPU SEIR. Similarly, attendee capacities for such events would be similar to or less than those planned for the 2016 MLS Stadium in the 2016 RSPU SEIR, as shown in Table 3 of the Project Description.

For the purpose of this analysis, detailed noise modeling was conducted by Landau Associates for the Proposed Project to determine the potential for event noise to impact nearby sensitive noise receptors, based on the assumptions and methods used to conduct detailed noise modeling for the 2016 RSPU SEIR analysis. The Landau Associates Noise Technical Memorandum (Noise Study), which is included as **Attachment 1**, includes models of anticipated noise levels from the Proposed Project during high noise events, including concerts, professional soccer matches, and while music is being played from temporary outdoor stages in the southeast, southwest, and north sides of the proposed stadium plaza.

The 12,000-seat stadium was modeled as the worst case for noise impacts. As previously described, the 12,000-seat stadium would be considered to have the potential to cause greater noise effects to surrounding areas during high noise events as the open corners of the stadium would allow for unattenuated noise from amplified sound to escape at higher decibels relative to the noise attenuation that would be provided by an enclosed stadium, as was planned for the 2016 MLS Stadium Project. However, as described above, the noise modeling that was conducted for the 2016 RSPU SEIR conservatively did not attribute noise attenuation to the 2016 MLS Stadium Structure. Therefore, assuming the same sound levels would be emitted from the noise sources during stadium events in the Proposed Project as were modeled to occur in the 2016 MLS Stadium, the impacts to sensitive receptors would be less than those evaluated and disclosed in the 2016 RSPU SEIR. The Noise Study provides noise levels as they would be anticipated to occur at the nearest sensitive receptors to the project site. **Figures 12** to **15** provides the proposed noise contours of high noise events from the proposed project, as they would be anticipated to occur from the Proposed Project, taking into account the noise attenuation by the stadium structure and event attendees. The locations of potential nearby noise-sensitive noise receptors are included in **Figure 15**, and represent key noise-sensitive receptors included in the analysis for the 2016 MLS Stadium in the 2016 RSPU SEIR and subsequent development since certification of the SEIR. **Table 5** provides the noise levels at those noise-sensitive receptors under the Proposed Project.

Figure 12 Noise Contours of 12,000 Seat SRFC Stadium Concert with North Stage Configuration

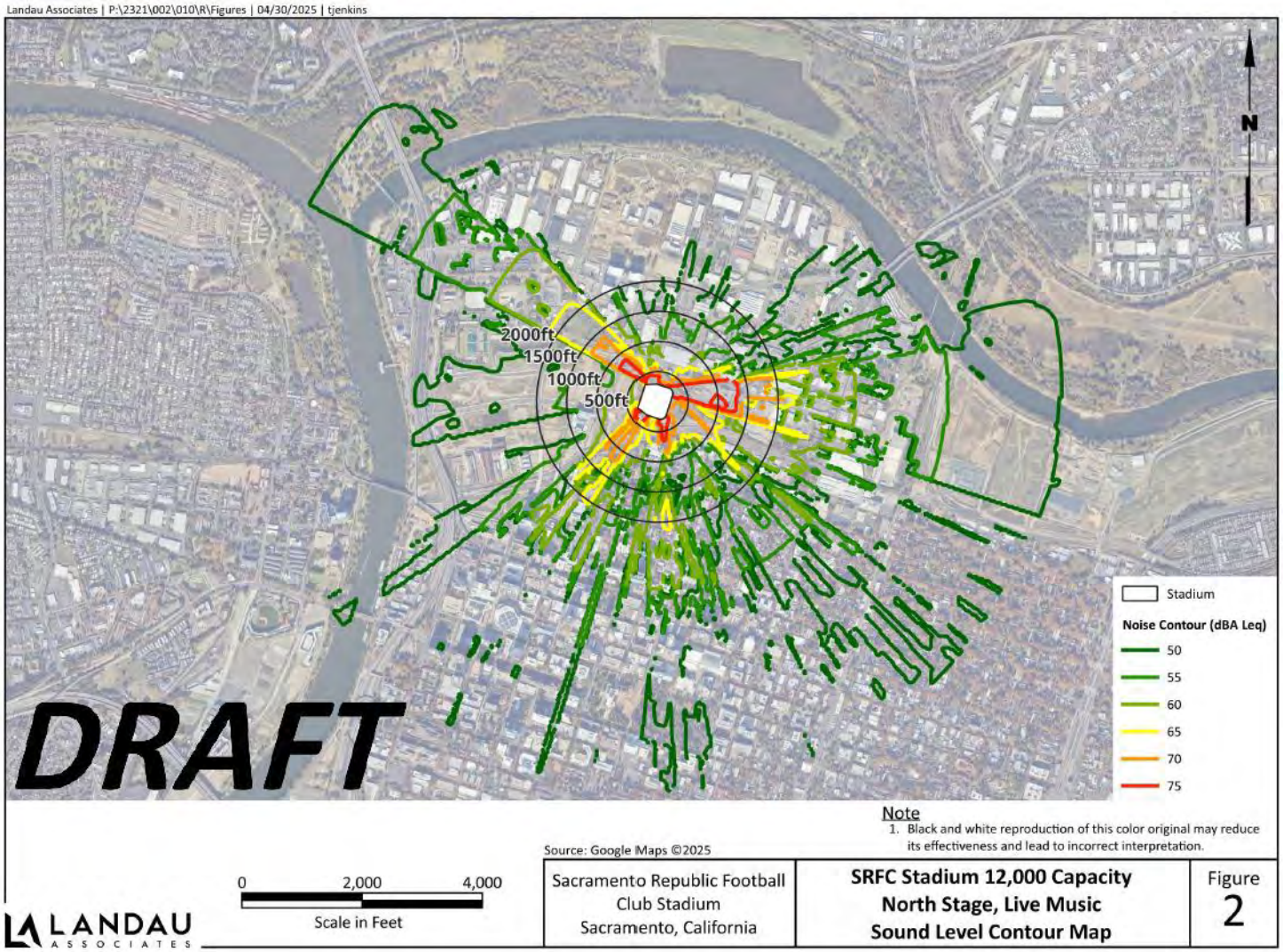


Figure 13 Noise Contours for 12,000 Seat SRFC Stadium Concert with East Stage Configuration

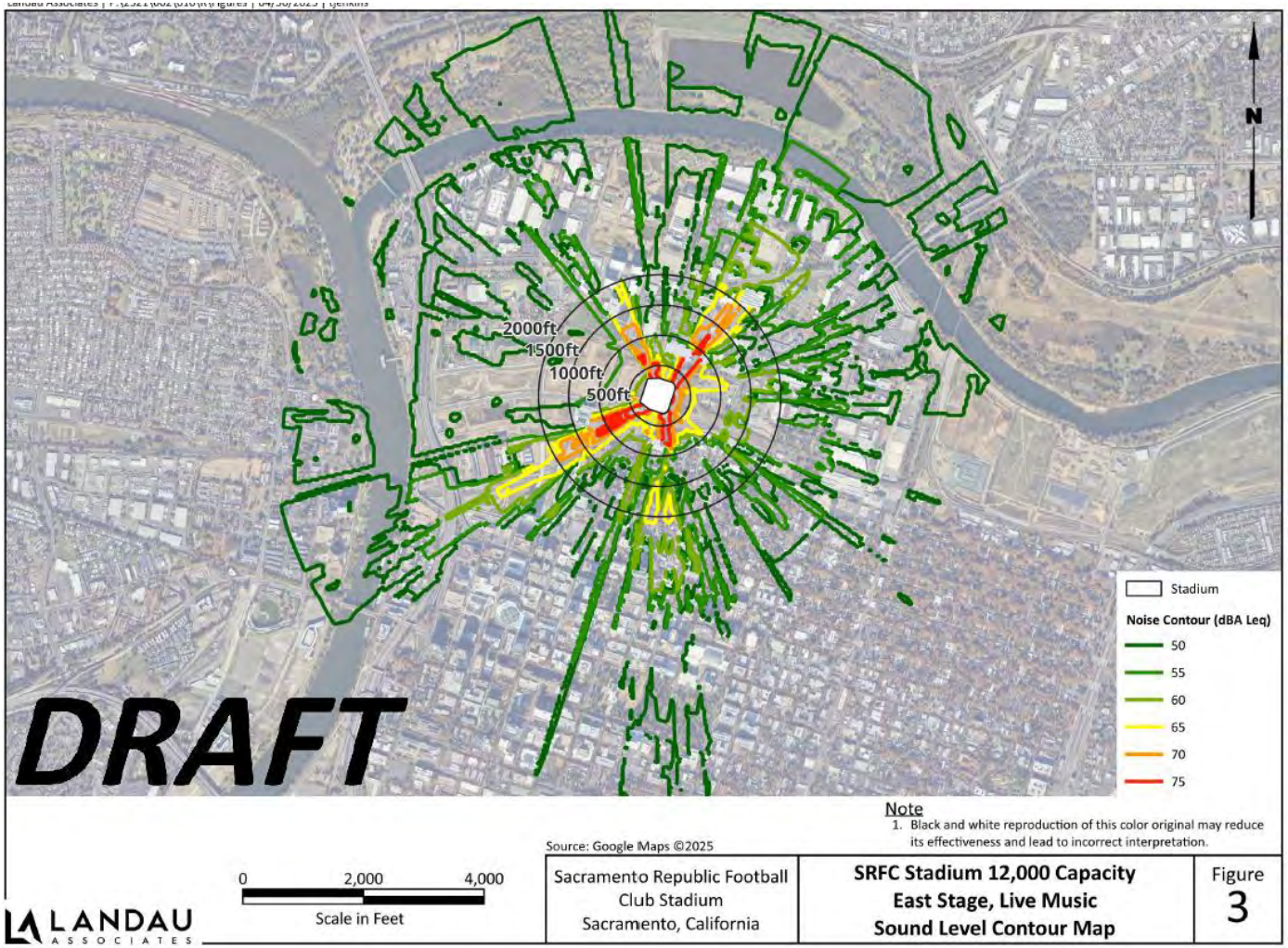


Figure 14 Noise Contours for 12,000 Seat SRFC Stadium From Outside Temporary Stages

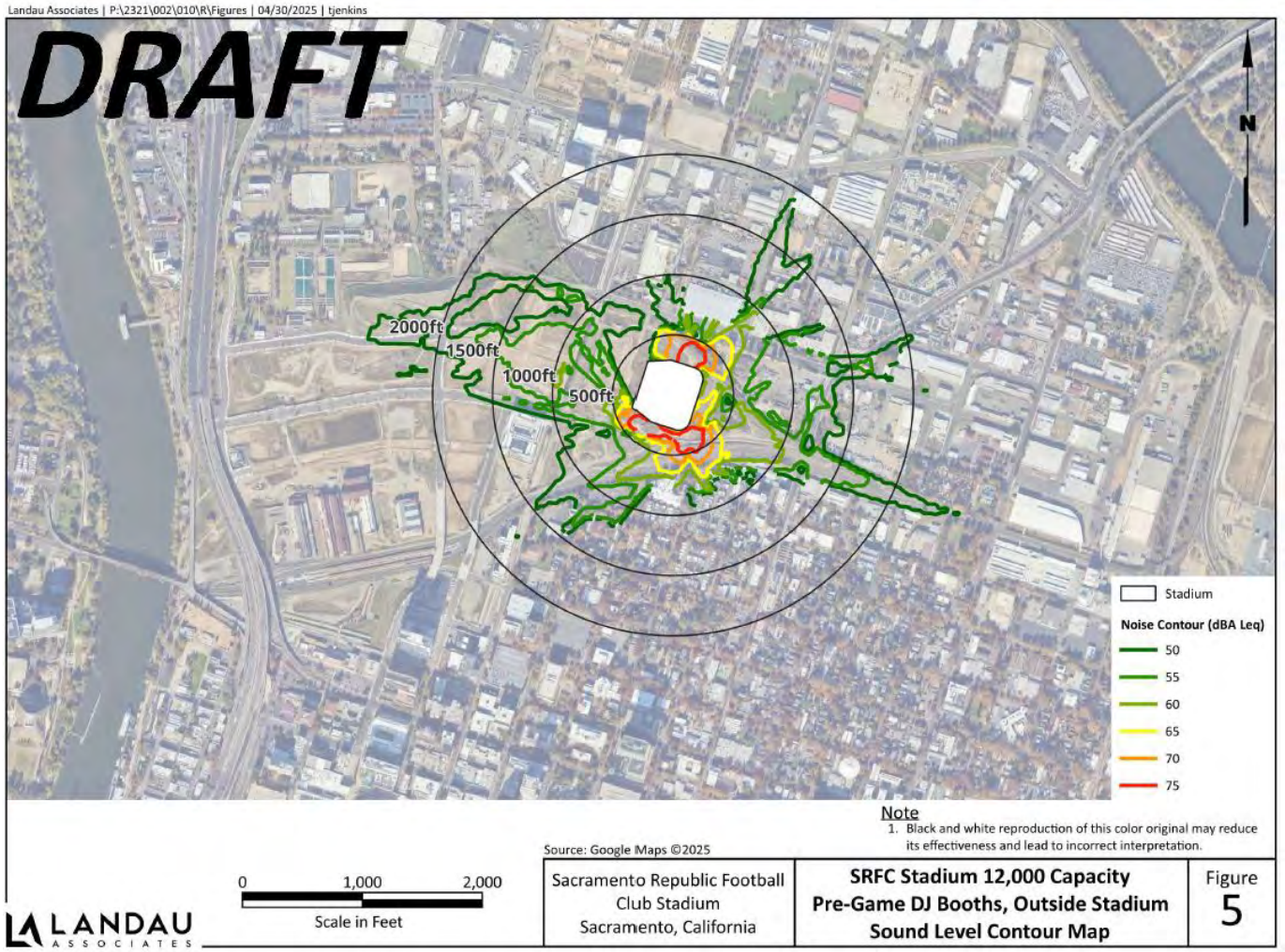


Figure 15 Noise-Sensitive Receivers for Proposed SRFC Stadium Project

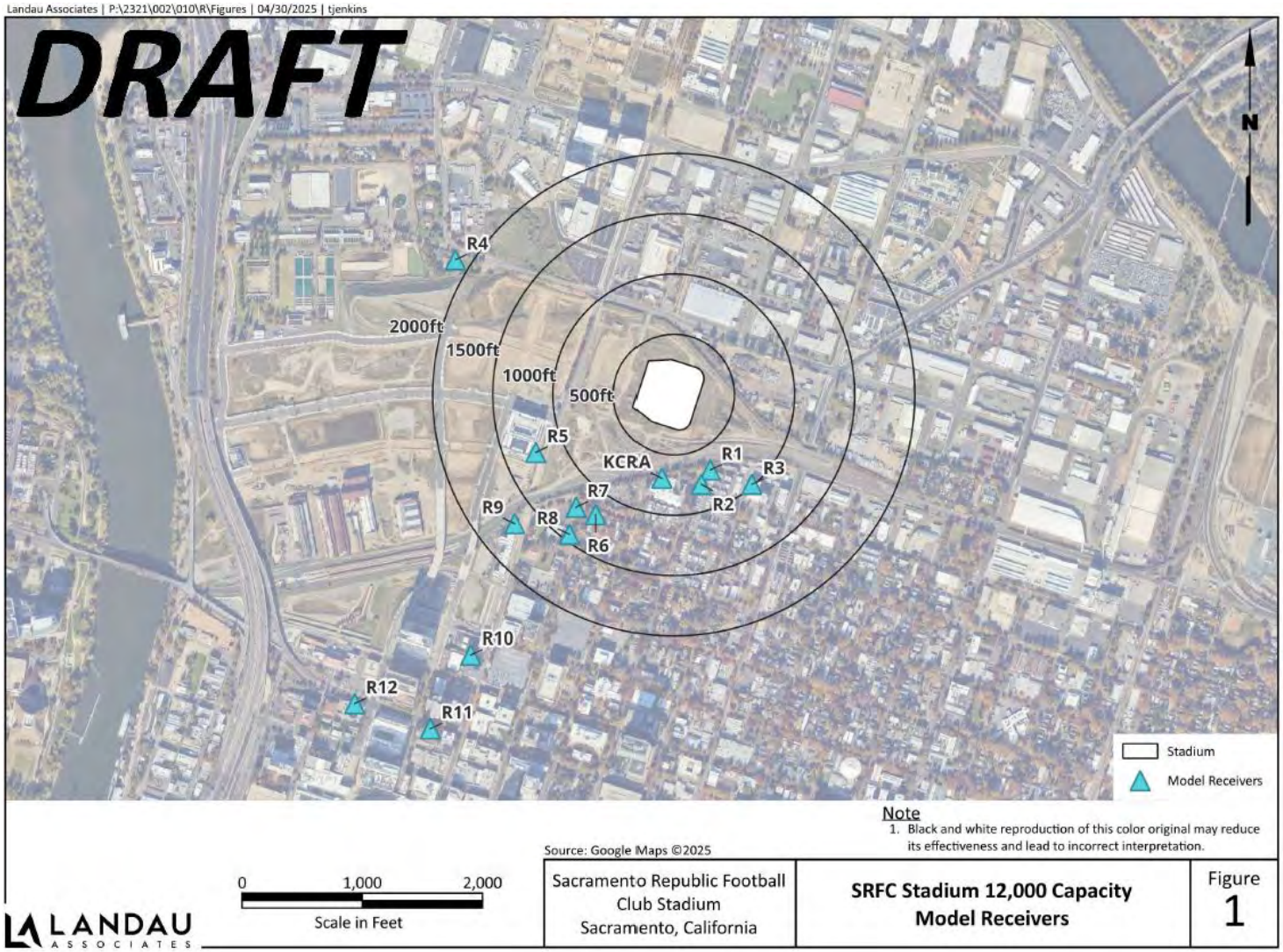


TABLE 5
NOISE LEVELS AT NOISE-SENSITIVE RECEIVERS UNDER PROPOSED PROJECT

Noise Sensitive Receiver		2016 MLS Stadium Major Event	Concert - North Stage	Concert - East Stage	Outside Temporary Stages	Proposed Project Exceeds 2016 RSPU SEIR Impacts
KCRA	KCRA Radio Station	85	68	66	59	No
R1	Northern Creamery at Alki Flat Residence off Mud Pie Lane	85	72	68	67	No
R2	Creamery at Alki Flat Residence off Vanilla Bean Lane	85	72	74	60	No
R3	Lofts at Globe Mills housing at 11th Street and C Street	81	68	69	59	No
R4	Homes located near the intersection of Water, Bannon, and North B streets	69	53	53	45	No
R5	The A.J. Apartments at 7th Street and Railyards Boulevard	N/A	61	74	48	N/A
R6	Homes east of the intersection of D Street and 8th Street	Not Analyzed	67	59	57	N/A
R7	Homes west of the intersection of D Street and 8th Street	Not Analyzed	70	63	53	N/A
R8	Residential uses near 8th Street and Democracy Alley	Not Analyzed	68	57	49	N/A
R9	Wong Center Apartments at 7th Street and F Street	Not Analyzed	62	67	52	N/A
R10	Apartments at 7th Street and H Street	Not Analyzed	60	46	35	N/A
R11	Riverview Plaza residential tower at 6th and I streets	Not Analyzed	64	57	42	N/A
R12	Ping Yuen Apartments at 5th Street and I Street	Not Analyzed	38	38	19	N/A

As shown in Table 7, proposed exterior noise levels at nearby noise-sensitive receptors under the Proposed Project would be less than were modeled to occur in the 2016 RSPU SEIR for such events at the 2016 MLS Stadium. The nearest current existing residential uses to the Proposed Project are the northwest single-family residential units within the Creamery at Alkali Flat community, which would be in direct line with amplified sound emitting through the southeast corner of the proposed 12,000-seat stadium during concert events and emitting from the temporary stage in the southeast corner of the proposed plaza. Under those scenarios, maximum anticipated event noise levels (79 dBA) would not exceed the noise levels analyzed in the 2016 RSPU SEIR (85 dBA). However, as concluded in the 2016 RSPU SEIR, exterior noise levels during peak event conditions may still exceed the City's exterior noise standard.

As part of updated noise modeling conducted for the Proposed Project, it was determined that the structural elements of the stadium and occupancy by event attendees would provide a degree of sound attenuation not previously assumed in the 2016 RSPU SEIR. Noise levels at nearby sensitive receptors, such as the Creamery neighborhood, would be lower than originally projected, with exterior levels modeled in the high 70s dBA range compared to the 85 dBA levels disclosed in the prior SEIR. Although exterior noise levels would remain high, the project would not exacerbate noise impacts beyond those previously evaluated.

The Proposed Project would continue to result in a significant and unavoidable noise impact during major events, consistent with the conclusions of the 2016 RSPU SEIR. No new or substantially more severe significant noise impacts would occur, and no new mitigation measures are proposed beyond those identified in the prior analysis. Mitigation Measure 4.10-2(b) would remain relevant to the Proposed Project, the implementation of which would be anticipated to result in some noise reduction at sensitive receptors. However, noise impacts at sensitive receptors may still exceed the City's standards during peak noise events. Therefore, the Proposed Project would similarly have a significant unavoidable impact related to event noise from amplified sound. However, the Proposed Project would not result in noise from amplified sound during events that would result in a new significant impact or substantially more severe impact than the previously identified significant unavoidable impact related to amplified sound.

Residential Interior Noise

The 2016 RSPU SEIR evaluated whether the 2016 MLS Stadium project could result in residential interior noise levels of 45 dBA Ldn or greater due to noise level increases from project operation. As discussed above, the SEIR determined that noise levels generated during high noise events would result in noise levels that would exceed the City of Sacramento exterior noise standards at the nearest existing residential receptors. The analysis in the SEIR identified that although onsite future (new) residential units located near the MLS Stadium would be subject to the latest Title 24 of the California Code of Regulations, which requires an interior noise standard of 45 dBA L_{dn} in any habitable room and requires an acoustical analysis demonstrating how dwelling units have been designed to meet this interior standard, some older existing residential buildings in the vicinity of the MLS Stadium may not be designed to reduce the types of noise generated by the MLS Stadium to below 45 dBA L_{dn}, resulting in a potentially significant impact. The SEIR identified Mitigation Measure 4.10-2(b), as implemented through Mitigation Measure 4.10-3(b), as relevant to minimize noise from outdoor amplified sound systems.

The Event Noise discussion above demonstrates that the Proposed Project would generate exterior noise levels from amplified sound during concerts and other events, at nearby noise-sensitive receptors, including the Creamery at Alkali Flat community, that would be similar to or less than the exterior noise levels at those same noise-sensitive receptors disclosed for the same kind of events in the 2016 RSPU SEIR. As such, the Proposed Project would generate commensurately lower interior noise levels at those same receptors during concerts and other events involving amplified sound. Further, residential units at the Creamery at Alkali Flat community, which would be anticipated to receive the most substantial noise impacts from amplified sound from concert events at the Proposed Project, have been constructed in accordance with 2016 Title 24 standards, which included an interior noise standard of 45 dBA L_{dn} in any habitable room and required an acoustical analysis demonstrating how dwelling units have been designed to meet this interior standard. Given their proximity to the UPRR tracks, with the nearest residential unit being approximately 75 feet from the nearest track, these units are anticipated to have been required to use enhanced building materials and methods intended to dampen noise from the passing of trains on the UPRR tracks. According to the U.S. Department of Transportation's National Transportation Noise Map, train noise at the Creamery at Alkali Flat could range between 55 and 70 dBA.[47] Which would be similar to the exterior noise projected to occur at those receptors during concert events at the Proposed Project. As would be required by the 2016 Title 24 standards, interior noise at the Creamery at Alkali Flat would be further reduced due to the use of building materials that provide additional noise dampening. Thus, impacts to interior noise from amplified sound from the Proposed Project would be similarly less than significant, as was concluded for the 2016 MLS Stadium Project in the 2016 RSPU SEIR.

Construction Vibration

The 2016 RSPU SEIR analyzed the vibration effects from construction of the 2016 MLS Stadium Project, concluding that the anticipated use of impact pile driving during foundation pile installation may expose some historic and some older buildings located within 47 and 148 feet of the project site to vibration levels that would result in building damage and human annoyance, respectively.[48] This was determined in the 2016 RSPU SEIR to be a potentially significant impact.

No historic or older buildings are currently present within 148 feet of the project site. There are no current residences within 148 feet of the site. However, planned residential and non-residential uses planned in Block 56 (west of the MLS Stadium and across 8th Street) and Blocks 49 and 50 (located south of the MLS Stadium, across Railyards Boulevard) that could be located as close as 68 and 71 feet the 2016 MLS Stadium, respectively, could be exposed to groundborne vibration during project construction that would be a short-term potentially significant impact. The 2016 RSPU SEIR provided Mitigation Measure 4.10-4 which would require applicants to develop and implement a Vibration Reduction Plan, the implementation of which would reduce human disturbance to the extent feasible. However, the proposed 2016 MLS Stadium construction would

47 U.S. Department of Transportation, 2020. National Transportation Noise Map. Available at https://maps.dot.gov/BTS/NationalTransportationNoiseMap. Accessed April 28, 2025.

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

still result in infrequent but substantial vibration that could adversely affect surrounding receptors resulting in a significant unavoidable impact.

The Proposed Project may require similar construction to take place for the development of project foundations, resulting in similar levels of vibration. Thus, vibration impacts that would occur to future development in Block 56, and Blocks 49 and 50 would be anticipated to be the same under the Proposed Project as were analyzed int eh 2016 RSPU SEIR. With implementation of Mitigation Measure 4.10-4, impacts related to construction vibration would be reduced. However, while implementation of Mitigation Measure 4.10-4 would avoid building damage and would reduce vibration impacts to surrounding receptors, it is likely that construction activities would still adversely affect surrounding receptors at times during construction on the proposed project site. Thus, vibration impacts from the Proposed Project would be similarly significant and unavoidable. While significant and unavoidable, construction vibration impacts from the Proposed Project would not be a new significant impact or be a substantial increase in the severity of the previously identified significant impact.

Operational Vibration

The analysis in the 2016 RSPU SEIR determined that there would be no operational vibration impacts associated with the 2016 MLS Stadium Project. The Proposed Project would also develop a professional soccer stadium that would hold similar events of the same size and frequency. The Proposed Project would not introduce new types of operational activities that would result in groundborne vibration. Thus, similar to the 2016 MLS Stadium Project, the Proposed Project would be anticipated to have no operational vibration impact.

Mitigation Measures

2016 RSPU SEIR Mitigation Measures

Mitigation Measure 4.10-1

The contractor shall ensure that the following measures are implemented during all phases of project construction:

a) Whenever construction occurs within 130 feet to occupied residences (on or offsite), temporary barriers shall be constructed around the construction sites to shield the ground floor of the noise-sensitive uses. These barriers shall be of ¾-inch Medium Density Overlay (MDO) plywood sheeting, or other material of equivalent utility and appearance, and shall achieve a Sound Transmission Class of STC-30, or greater, based on certified sound transmission loss data taken according to ASTM Test Method E90 or as approved by the City of Sacramento Building Official.

b) Construction equipment staging areas shall be located as far as feasible from residential areas while still serving the needs of construction contractors.

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.

Mitigation Measure 4.10-2(b)

i. The project applicant shall retain a qualified acoustical consultant to verify that the MLS Stadium architectural and outdoor amplified sound system designs incorporate all feasible acoustical features in order to comply with the City of Sacramento Noise Control Ordinance.

ii. The project applicant shall be required to limit speakers at temporary plaza stages outside the stadium to be no louder than 100 dBA measured five (5) feet from the source.

Mitigation Measure 4.10-3(b)

Implement Mitigation Measure 4.10-2(b) to minimize noise from outdoor amplified sound systems.

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.

Additional 2025 Mitigation Measures

No additional mitigation measures are proposed.

Conclusion

The Proposed Project would be constructed within the footprint previously analyzed in the 2016 RSPU SEIR. Changes introduced by the Proposed Project and/or new circumstances relevant to the Proposed Project would not result in new significant impacts related to noise that are substantially more severe than significant impacts previously disclosed.

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, the conclusions of the 2016 RSPU SEIR remain valid, and effects related to noise and vibration from the Proposed Project would not require the preparation of a subsequent EIR.

Public Services

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
15. Public Services. Would the project:					
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
Fire protection?	RSPU SEIR page 4.11-22	No	No	No	N/A
Police protection?	RSPU SEIR page 4.11-10	No	No	No	N/A
Schools?	RSPU SEIR page 4.11-38	No	No	No	N/A
Parks?	RSPU SEIR page 4.11-57	No	No	No	N/A
Other public facilities?	RSPU SEIR page 4.11-65	No	No	No	N/A

Discussion

Relevant Changes to Project Related to Public Services

The Proposed Project would build out a professional soccer stadium in two phases at the RSP site and would include minor changes and refinements to the 2016 MLS Stadium Project evaluated in the 2016 RSPU SEIR. The Proposed Project would include approximately 12,000 permanent seats in Phase 1, whereas the 2016 MLS Stadium Project assumed an initial capacity of 19,700 ticketed attendees. At full buildout under future phases, the Proposed Project would be expanded up to a 25,000-seat stadium similar to or less than the capacity of the 2016 MLS Stadium Project which was projected to be expandable to 25,000 ticketed attendees. Relevant to public services, the Proposed Project would result in similar or reduced effects analyzed for the MLS Stadium in the 2016 RSPU SEIR.

Relevant Changes to Environmental Setting

Since the adoption of the 2016 RSPU SEIR, the project site has remained in an undeveloped state, essentially the same as the existing conditions when analyzed in the 2016 RSPU SEIR. However, the project site has been subject to ongoing remediation activity and has been used to temporarily stockpile controlled soil and demolition materials that will be exported and to stockpile clean fill materials for use in site construction in the RSP Area.

Comparative Impacts Discussion

Police Protection

The 2016 RSPU SEIR described how the 2016 MLS Stadium would not result in additional residents but would have specialized security needs. In order to accommodate a variety of sports and entertainment events that would occur, the 2016 RSPU SEIR determined that the 2016 MLS Stadium would need to provide adequate security for the different types of events hosted at the venue. To provide the security needed for these fluctuating crowds at events, the proposed 2016 MLS Stadium included an event transportation management plan that would be implemented in coordination with the 2016 MLS Stadium operator, the City of Sacramento, and other agencies responsible for its implementation. The 2016 RSPU SEIR described how the Sacramento Police Department (Sacramento PD), in collaboration with the MLS Stadium 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. The 2016 RSPU SEIR determined that these traffic control strategies would therefore provide additional security on several streets near the MLS Stadium on event days.

As was assumed for the 2016 MLS Stadium Project, the Proposed Project would support professional soccer matches as well as concerts, community programming, and other event types. As described above, attendee capacities for such events would be less than or similar to those projected for the 2016 MLS Stadium Project. As was assumed for the 2016 MLS Stadium Project, the Proposed Project would include an Event Transportation Management Plan (ETMP), a management and operating plan designed to facilitate multi-modal travel to and from events at the Stadium in a safe and efficient manner. The ETMP would be adapted and refined by the SRFC, the City of Sacramento, and other agencies responsible for carrying it out.

The 2016 RSPU SEIR described how the 2016 MLS Stadium would provide 24-hour security whether the stadium was in use or not. There would be three layers of security – Guest Services Personnel, Club Security Personnel, and a third-party security company. Guest Services would be trained to respond first to any incidents and would call on additional security and/or City police as warranted. If necessary, individuals would be brought to Guest Services to await police. The security staff would be the first responders to disturbances and would provide supplemental assistance to Sacramento PD. The 2016 RSPU SEIR identified that the Sacramento PD is the agency responsible for policing the MLS Stadium and the RSP Area as a whole. For these reasons, the 2016 RSPU SEIR determined that the presence of the private security detail would serve to reduce the demand for police protection at the 2016 MLS Stadium. The 2016 RSPU SEIR identified that the MLS Stadium would also pay the appropriate taxes and fees to finance the City's General Fund and thereby fund the Sacramento PD.

For these reasons, the 2016 RSPU SEIR determined that the impact of the 2016 MLS Stadium related to police protection would be less than significant. The Proposed Project would provide a similar level of specialized private security and would include a security command center. Security staff would be the first responders and provide supplemental assistance to Sacramento PD. Accordingly, this impact would be less than significant. This is the same conclusion as made for the 2016 MLS Stadium Project in the 2016 RSPU SEIR.

Fire Protection

The 2016 RSPU SEIR determined that operation of the 2016 MLS Stadium would result in an increased demand for fire protection services. The 2016 RSPU SEIR determined that an increased demand for medical services would also result from the increase in pedestrian activity and population density associated with events at the 2016 MLS Stadium. The 2016 RSPU SEIR determined that the 2016 MLS Stadium would provide a first aid room to assist with emergency services. The medical staff in the first aid room would be the first to respond to medical emergencies, thereby lessening the demand for emergency services at the 2016 MLS Stadium. The 2016 RSPU SEIR determined that the MLS Stadium would require additional fire protection services from the Sacramento Fire Department (SFD) and existing fire protection resources would be capable of adequately serving the 2016 MLS Stadium and other RSP Area development. The 2016 RSPU SEIR determined that there are also a number of funding mechanisms in place, including the City's General Fund, which could be used to fund additional fire and medical equipment, vehicles, and personnel. The reallocation of existing resources between existing fire stations in Downtown Sacramento, in addition to securing additional equipment and resources placed at existing fire stations, would aid in providing sufficient emergency fire and medical response for the RSP Area. For these reasons, the 2016 RSPU SEIR determined that the impact of the 2016 MLS Stadium related to fire protection services would be less than significant.

The Proposed Project would be required to meet the same fire safety standards identified in the 2016 RSPU SEIR. Because it does not propose changes that would be anticipated to alter demand for fire protection services, the Proposed Project impact on fire protection services would be less than significant. This is the same conclusion as made for the 2016 MLS Stadium Project in the 2016 RSPU SEIR.

Schools, Parks and Recreation Facilities, and Libraries

As was determined for the 2016 MLS Stadium Project in the 2016 RSPU SEIR, the Proposed Project would not include the introduction of residents and would similarly be anticipated to have no impact to public services for schools, parks, or libraries. This is the same conclusion as made for the 2016 KP Railyards Medical Center in the 2016 RSPU SEIR.

Mitigation Measures

2016 SEIR Mitigation Measures

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

Additional 2025 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 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. For these reasons, the conclusions of the 2016 RSPU SEIR remain valid and project effects related to public services from the Proposed Project would not require the preparation of a subsequent EIR.

Transportation/Traffic

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

Note:
[1] The Sacramento region's Metropolitan Planning Organization, SACOG, does not have a congestion management program that includes level of service analysis requirements and congestion management.
[2] The project site is located a number of miles from the nearest airport; hence, air traffic impacts did not need to be evaluated.

Discussion

Relevant Changes to Project Related to Transportation/Traffic

The Proposed Project would build out a professional soccer stadium at the planned site of the 2016 MLS Stadium Project and would include minor changes and refinements to the 2016 MLS Stadium Project evaluated in the 2016 RSPU SEIR. As discussed below, the Proposed Project would include development of a 12,000 seat stadium as an initial phase followed by future expansion to approximately 20,000 or more seats, up to a maximum of 25,000 seats. The initial development phase 12,000-seat stadium would include construction of the stadium along with supporting infrastructure, plaza areas, lighting, and other site improvements. The project would also construct portions of the RSPU transportation and utility infrastructure needed to support the stadium project, including extension of Railyard Boulevard to the east from 7th Street, the section of 8th Street between North B Street and its future intersection with Railyards Boulevard, and the street and turnaround area on the east side of the project site. These changes would result in construction and operational impacts related to transportation that would be similar to or reduced as compared to transportation impacts disclosed for the 2016 MLS Stadium Project in the 2016 RSPU SEIR.

Relevant Changes to Environmental Setting

A range of transportation-related construction activities have occurred adjacent to and in the vicinity of the project site since certification of the 2016 RSPU SEIR. This includes further construction of the RSP Area roadway infrastructure west of 7th Street, for which the majority of the RSPU roadway network has been completed. As noted in the Project Description, the Proposed Project would build out transportation infrastructure to the east of 7th Street. Some remaining improvements to be completed or already under development by the property owner or prospective RSP area developers include:

Completion of 5th Street between Summit Tunnel Avenue and North B Street;

Widening of North B Street from 5th Street to 6th Street

Roadway network changes have also occurred in the vicinity of the RSP area including:

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

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

Relevant Changes to the Regulatory Setting

Senate Bill 743

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

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

In December 2018, OPR published a Technical Advisory on Evaluating Transportation Impacts in CEQA, further guiding the implementation of SB 743. The City of Sacramento has aligned its transportation impact guidelines with these recommendations and is updating its performance metrics and thresholds as part of its 2040 General Plan. In the 2040 General Plan EIR, transportation impacts are evaluated using VMT, with a threshold set at 85% of the regional average VMT.

SACOG MTP/SCS

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

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

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

3. Safety analyses may be warranted depending on outcomes from scoping discussions, comment letters, or other communications with Caltrans.

Comparative Impacts Discussion

Conflicts with Programs, Plans, Ordinances, or Policies

The Proposed Project involves the development of a professional soccer stadium which would include a 12,000-seat open-air stadium, related site development features, and the future expansion approximately 20,000 or more seats, up to a maximum of 25,000 seats, and would not be anticipated to alter the circulation system in the vicinity other than as necessary to implement the proposed improvements to the project site. The project site is located in Sacramento's Central City, with access to various transportation modes such as the Capitol Corridor/Amtrak, light rail, and buses. The Proposed Project would provide access to the site via multiple access points and modes of transportation. On-site improvements would support travel by a variety of modes including transit (Capitol Corridor/Amtrak, light rail, bus,) walking, and biking. Improvements would also be made to include new entry plazas, pathways, and drop-off/pick-up zones along Railyards Boulevard and adjacent rights-of-way in order to support safe and efficient ingress and egress for event attendees using all modes of travel.

Bicycle/Pedestrian/Transit System Impacts

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

Construction Impacts

As analyzed in the 2016 RSPU SEIR, the 2016 MLS Stadium Project would have construction traffic impacts related to the potential for prolonged lane closures, damage to roadbeds, and traffic hazards to bikes/pedestrians. The Proposed Project would have similar levels of construction and resultant impacts to areas traffic. Mitigation Measure 4.12-7 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. This is the same conclusion as made for the MLS Stadium project in the 2016 RSPU SEIR.

Level of Service (LOS)

As analyzed in the 2016 RSPU SEIR, the 2016 MLS Stadium Project would generate event traffic that would result in potentially significant delays at study area intersections and roadway segments. However, with implementation of Mitigation Measure 4.12-1(a) and 4.12-1(c), and the implementation of an Event Transportation Management Plan (Event TMP) and local

transportation system improvements, impacts to effected intersections and roadway segments would be reduced to less than significant.

Level or service (LOS) or vehicle delay is no longer the relevant standard for the analysis of transportation impacts under CEQA. However, the Proposed Project would have a reduced capacity relative the 2016 MLS Stadium Project, resulting in a corresponding reduction vehicle trips and resultant vehicle queues as area intersections and roadway segments during project operation. Therefore, the Proposed Project would be anticipated to result in reduced LOS impacts relative to the 2016 MLS Stadium Project, that would have been considered to be less than significant with implementation of mitigation measures 4.12-1(a) and 4.12-1(c), under the prior applicable standard.

Vehicle Miles Traveled (VMT)

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

A significant impact would be identified if the Proposed Project increased total VMT for either employees or event attendees. The VMT analysis in the 2016 RSPU SEIR estimated that an MLS match would generate about 248,000 VMT, which equates to 9.9 VMT per attendee. The analysis of project-specific VMT for the 2016 MLS Stadium Project concluded that the project would be anticipated to result in a minor increase in VMT.[49] This impact would be potentially significant under current CEQA standards.

The full buildout of the stadium as part of the Proposed Project would remain within the overall development envelope evaluated in the 2016 RSPU SEIR and would have similar capacity, event programming, anticipated trip generation, and anticipated trip origins. Therefore, VMT impacts resulting from development of the Proposed Project would not be substantively changed from those assumed in the SEIR and would be within the scope of the impact that would occur from buildout of the MLS Stadium project. While VMT was not the standard for analysis of transportation impacts at the time of certification of the 2016 RSPU SEIR and the City did not identify the increase in VMT from the 2016 MLS Stadium Project as a significant impact, the City disclosed the impact at that time. Therefore, as the Proposed Project would not increase VMT impacts relative to those analyzed in the 2016 RSPU SEIR, no new significant impact would occur from implementation of the Proposed Project.

Hazards and Emergency Response Impacts

The Proposed Project would develop a 12,000-seat open-air stadium, associated plaza areas, circulation and access improvements, field lighting, and related site development features, as well as the future expansion of the stadium structure up to 25,000 seats, consistent with the assumptions of the project-level analysis conducted for the MLS Stadium project in the 2016

[49] City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, page 4.12-175.

RPSU SEIR. The Proposed Project would incorporate surface-level improvements to support circulation, access, and temporary vehicle operations associated with stadium events. These include paved areas to accommodate emergency vehicle access, event services, and limited vehicle operations for loading and deliveries. However, implementation of the Proposed Project would result in lengthy, undissipated vehicle queues that have the potential to adversely affect intersection operations and emergency vehicle response times. With implementation of 2016 RSPU SEIR Mitigation Measure 4.12-1(c), impacts related to vehicle delay which would affect emergency response times and hazardous roadway conditions would be reduced to less than significant. This is the same conclusion determined for the 2016 MLS Stadium Project in the 2016 RSPU SEIR. No new significant impact would occur from implementation of the Proposed Project.

Mitigation Measures

2016 RSPU SEIR Mitigation Measures

Mitigation Measure 4.12-1(a)

i. Implement Event Transportation Management Plan (TMP) to the satisfaction of the City Traffic Engineer and subject to the performance standards set forth within it including:

1. <u>Vehicle Queuing on City Streets</u>: Through added intersection capacity and/or traffic management, traffic does not queue back to upstream locations during the Pre-Event peak hour including (but not limited to):

- *Northbound 7th Street traffic does not spill back from Railyards Boulevard into the undercrossing of the UPRR tracks (i.e., queues do not extend any greater than 600 feet from Railyards Boulevard).*
- *Westbound North B Street traffic does not spill back from 7th Street into the 8th Street intersection*
- *Westbound North B Street traffic does not spill back from 8th Street into the 12th Street intersection*
- *Southbound 7th Street traffic does not spill back to the LRT tracks at North B Street*

2. <u>Pedestrian Flows</u>: Through pedestrian flow management, pedestrians do not spill out of sidewalks onto streets with moving vehicles, particularly along 7th Street between Richards Boulevard and G Street, Railyards Boulevard between 5th Street and 8th Street, and North B Street between 7th Street and 12th Street.

3. <u>Vehicular Parking</u>: A comprehensive parking plan is implemented that includes (but is not limited to) a reservation system, smartphone parking app, directional signage, real-time parking garage occupancy, etc. that minimizes unnecessary vehicular circulation (while looking for parking) within and adjacent to the RSP Area.

4. *<u>Bicycle Parking</u>: Signage is clearly visible to direct bicyclists to MLS Stadium event bicycle parking, which has an adequate supply to accommodate a typical MLS Stadium event.*

5. *<u>Light Rail Transit</u>: A new light rail station/stop is constructed on 7th Street north of Railyards Boulevard and operational at the time the stadium opens, providing an adequate level of LRT service to meet the Pre- and Post-Event ridership demands.*

6. *<u>Bus/Paratransit</u>: Specific locations are provided to accommodate public buses and paratransit vehicle stops within one block of the MLS Stadium.*

7. *<u>Ridesharing</u>: Specific locations are provided for pick-up/drop-off areas such that taxi, Uber, or similar ridesharing services do not impede overall vehicular or pedestrian flow (including maintaining uncongested conditions along 10th Street to enable emergency vehicle response).*

8. *<u>Truck Staging</u>: Delivery trucks associated with special events do not park or idle along 7th Street, 8th Street, North B Street, or Railyards Boulevard. Delivery trucks, buses, or other large vehicles should not be parked within the 10th Street cul-de-sac in a manner that blocks fire apparatus or other vehicles from being able to turn around.*

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.*

Mitigation Measure 4.12-1(c)

i. *Implement Mitigation Measure 4.12-1(a)(i).*

ii. *Convert existing Dos Rios Street leg at 12th Street/North B Street intersection to a right-turn only intersection that does not operate as part of the traffic signal.*

iii. *Implement Transportation Demand Management (TDM) Program, if required by city code.*

iv. *Construct South Park Street between 6th Street and 7th Street.*

v. *Construct 6th Street between Railyards Boulevard and North B Street.*

vi. *Install traffic signals at 7th Street/South Park Street, 6th Street/North B Street, Railyards Boulevard/8th Street, and North B Street/8th Street.*

vii. *Widen 7th Street at Railyards Boulevard to provide dedicated northbound and southbound left-turn lanes, and operate signal with protected left-turn phasing.*

viii. Widen/restripe 7th Street at North B Street to consist of one left-turn lane and one shared through/right lane on all approaches, and operate signal with protected left-turn phasing.

Some of the improvements required in Mitigation Measure 4.12-1(c) have already been completed as part of other project or development efforts, including the following improvements:

Conversion of the Dos Rios Street leg at 12th Street/North B Street intersection (MM 4.12-1(c)(ii)) was completed as part of the 12th Street Complete Streets Project:

Construction of South Park Street (now Summit Tunnel Avenue) between 6th Street and 7th Street (MM 4.12-1(c)(iv)) is currently being constructed by Downtown Railyards Venture (DRV) with the exception of its connection with 7th Street, which will be completed by SRFC as part of the Proposed Project;

Construction of 6th Street between Railyards Boulevard and North B Street (MM 4.12-1(c)(v) is already being constructed by DRV; and

Construction of traffic signals at the 6th Street/North B Street (MM 4.12-1(c)(vii)) has already been completed.

Further, as part of the Proposed Project SRFC would complete the following improvements:

Widen 7th Street at Railyards Boulevard to provide dedicated northbound and southbound left turn lanes (MM 4.12-1(c)(vii)); and

Widen and restripe 7th Street at North B Street to consist of one left-turn lane and one shared through/right lane (MM 4.12-1(c)(viii).

As part of widening 7th Street, install 7th Street/South Park Street signal (MM 4.12-1(c)(vi));

Construct Railyards Boulevard/8th Street signal (MM 4.12-1(c)(vi);

The Proposed Project would be required to implement the remaining improvements to achieve compliance with Mitigation Measure 4.12-1(c), which would may include:

Implementation of a TDM Program, if required by city code (MM 4.12-1(c)(iii); and

Construction of the 8th Street/North B Street signal.

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*

A copy of each construction traffic management plan shall be submitted to local emergency response agencies and transit providers, and these agencies shall be notified at least 30 days before the commencement of construction that would partially or fully obstruct roadways.

Additional 2025 Mitigation Measures

No additional mitigation measures are proposed.

Conclusion

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

In addition, there is no new information of substantial importance showing that the Proposed Project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the previous EIR or Subsequent EIR. Nor is there new information of substantial importance

showing that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project. For these reasons, the conclusions of the 2016 RSPU SEIR remain valid and project effects related to transportation associated with the Proposed Project would not require the preparation of a subsequent EIR.

Utilities and Service Systems

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
18. Utilities and Service Systems. Would the project:					
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	RSPU SEIR page 4.13-15	No	No	No	N/A
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	RSPU SEIR page 4.13-15	No	No	No	N/A
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	RSPU SEIR page 4.13-15	No	No	No	N/A
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	RSPU SEIR page 4-13-38	No	No	No	N/A
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	RSPU SEIR page 4.13-15	No	No	No	N/A
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	RSPU SEIR page 4.13-60	No	No	No	N/A
g. Comply with federal, state, and local statutes and regulations related to solid waste?	RSPU SEIR page 4.13-60	No	No	No	N/A
h. Use substantial amounts of fuel or energy, or result in a substantial increase in demand upon existing sources of energy or require the development of new sources of energy?	RSP DEIR page 5-3 to 5-5	No	No	No	N/A
i. Result in the need for new, or substantial alteration to, electricity, natural gas, or communications systems?	RSP DEIR page 5-3 to 5-5	No	No	No	N/A

Discussion

Relevant Changes to Project Related to Utilities and Service Systems

The Proposed Project would build out a professional soccer stadium at the project site and would include minor changes and refinements to the 2016 MLS Stadium Project evaluated in the 2016 RSPU SEIR. The Proposed Project would include an initial 12,000-seat stadium, whereas the 2016 MLS Stadium Project assumed an initial capacity of 19,700 ticketed attendees. In the future the Proposed Project could be expanded to approximately 20,000 or more seats, up to a maximum of 25,000 seats, the same as the 2016 MLS Stadium Project which was planned to be expandable to 25,000 ticketed attendees. Relevant to utilities and service systems, the Proposed Project would result in similar or reduced effects compared to those disclosed for the MLS Stadium in the 2016 RSPU SEIR.

Relevant Changes to Environmental Setting

As it relates to Utilities and Service Systems, the RSP Area has evolved since certification of the 2016 RSPU SEIR. The Stormwater Outfall project has been completed and storm drainage currently flows directly into the stormwater outfall system; however, full drainage system functionality is pending completion of the City's drainage pump station, anticipated in Winter 2025. Wastewater from the project site would continue to flow into the City's Combined Sewer System (CSS). The internal systems of roads has been substantially completed west of 7th Street, which extends sewer lines and other utilities through the RSP Area and provides connection to the CSS. Some stormwater runoff is captured in on-site basins, and a retention basin has been constructed south of Railyards Boulevard to the west of 5th Street. That system captures runoff from Railyards Boulevard, 5th Street, and 6th Street. Existing storm drainage and sanitary sewer pipelines in use in the RSP Area are limited to those located south of the main UPRR railroad lines.

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

Since the certification of the 2016 RSPU SEIR the project site has been subject to ongoing remediation activity and has been used to temporarily stockpile controlled soil and demolition materials that will be exported and to stockpile clean fill materials for use in site construction in the RSP Area. Minor grading has occurred to clear space for the imported soil. Ongoing removal of previous features has included the removal of old railroad tracks and rail ties, which have been temporarily stockpiled on the project site among other demolition materials. A new gravel driveway has been installed providing access to the project site from North B Street for use by vehicles transporting fill.

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 2016 RSPU SEIR or that substantially increase the severity of a previously identified impacts.

Comparative Impacts Discussion

Wastewater

The Proposed Project would utilize the existing utility backbone system with planned connections. Currently, a 36-inch diameter sewer main installed with the Railyards Boulevard provides the main sewer line connection. This sewer line collects sanitary sewer flows from the entire RSP Area north of the UPRR tracks and provide conveyance of offsite flows from the River District, located to the north of the RSP Area to the CSS at 3rd Street. The 3rd Street relief sewer pipeline conveys flows from the RSP Area to the interceptor pipeline at T Street to avoid constraining the CSS system. In compliance with the Railyards Sewer Master Plan, any additional flows to the CSS system would be addressed, and the Proposed Project would be subject to the CSS Impact fee. In compliance with the Railyards Sewer Master Plan, any additional flows to the CSS system would be addressed, and the Proposed Project would be subject to the CSS Impact Fee. This fee is part of the City's Combined Sewer System development fees, which apply to projects discharging to the CSS. With completion of the Stormwater Outfall system to provide stormwater conveyance in the RSP Area, the wastewater system maintains adequate conveyance capacity to serve the RSP Area including the project site.

As was assumed for the 2016 MLS Stadium Project, the Proposed Project would support professional soccer matches as well as concerts, community programming, and other event types. As the attendee and worker capacities for such events would be less than or similar to those projected for the 2016 MLS Stadium Project, the Proposed Project would not exceed the demand for wastewater conveyance analyzed in the 2016 RSPU SEIR. The resultant impact would be less than significant and would be consistent with the analysis in the SEIR.[50]

The 2016 RSPU SEIR estimated that the 2016 MLS Stadium Project would generate approximately 77,500 gpd of wastewater, which could be accommodated within existing Sacramento Regional Wastewater Treatment Plant capacity.[51] As identified for wastewater conveyance, attendee and worker capacities for the Proposed Project would be less than or similar to those projected for the 2016 MLS Stadium Project and would have a lower estimated demand for wastewater treatment than that analyzed in the 2016 RSPU SEIR. Consequently, the Proposed Project would have a less than significant impact on wastewater treatment capacity. This is the same conclusion as made for the 2016 MLS Stadium Project in the 2016 RSPU SEIR.

50 City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, page 4.13-17 to 4.13-18.

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

Water Supply

The 2016 RSPU SEIR analyzed the City's available water supply to determine if sufficient supply existed to serve the 2016 MLS Stadium Project. The 2016 MLS Stadium Project was estimated to generate a demand for water supply of approximately 7 acre-feet-per-year (afy), which was determined to be well below the City's excess water supply.[52] The Proposed Project would not change the overall planned size and water demand of the approved 2016 MLS Stadium Project disclosed in the 2016 RSPU SEIR. Therefore, the Proposed Project would not result in water demand that is beyond the projected water demand analyzed in the 2016 RSPU. The impact related to water demand of the Proposed Project would be less than significant. This is the same conclusion as made for the 2016 MLS Stadium Project in the 2016 RSPU SEIR. The Proposed Project would also be subject to the City's water development fees, which apply to new development connecting to the municipal water system.

The 2016 MLS Stadium Project was anticipated to generate an average demand for water treatment of approximately 0.075 million gallons per day (mgd), with a maximum day demand of 0.15 mgd, which was determined to be within the capacity of the City for treatment.[53] As with water supply, the Proposed Project would not result in demand for water treatment that is beyond the projected demand analyzed in the 2016 MLS Stadium Project. The impact of the Proposed Project related to demand for water treatment would be less than significant. This is the same conclusion as made for the 2016 MLS Stadium Project in the 2016 RSPU SEIR.

Solid Waste

The 2016 RSPU SEIR analysis of the 2016 MLS Stadium Project anticipated that solid waste from the MLS Stadium Project would be collected through a private franchise hauler, because it is considered a commercial solid waste generator. The SEIR estimated the total annual waste generated from the MLS Stadium to be approximately 13.56 tons, based on 30 events taking place at the MLS Stadium. [54] The SEIR determined that the waste generated by the proposed 2016 MLS Stadium was well within the remaining capacity at the regional landfills and there would be sufficient landfill capacity available to serve the proposed project and would not require new or expanded solid waste management or disposal facilities.

The Proposed Project would comply with all the State and City regulations on commercial waste generators that increased recycling and decrease waste that goes to landfills, further decreasing the waste that is landfilled. Because the Proposed Project would be within and would not increase the estimate of solid waste generation disclosed in the 2016 RSPU SEIR, the Proposed Project would have a less-than-significant impact related to solid waste generation and disposal. This is the same conclusion as made for the 2016 MLS Stadium Project in the 2016 RSPU SEIR.

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52 City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, page 4.13-38.

53 City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, page 4.13-41.

54 City of Sacramento, Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium & Stormwater Outfall Draft Subsequent Environmental Impact Report, June 2016, page 4.13-60.

Mitigation Measures

2016 RSPU SEIR Mitigation Measures

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

Additional 2025 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 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 2016 RSPU SEIR. Nor is there new information of substantial importance showing that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project.

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

Environmental Determination

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

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

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

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Attachment 1
Noise Technical Memorandum Landau Associates

LANDAU ASSOCIATES

DRAFT TECHNICAL MEMORANDUM

TO: Brian Boxer and Jon Teofilo, Environmental Science Associates

FROM: Kurt Richman and Kevin Warner

DATE: 4/30/2025

RE: DRAFT Sacramento Republic Football Club Stadium 12k Capacity Noise Assessment
Railyards Specific Plan Area
Sacramento, California
Project No. 2321002.010

INTRODUCTION

Environmental Science Associates (ESA) engaged Landau Associates, Inc. (Landau) to model and prepare sound level contour maps for the proposed Sacramento Republic Football Club (SRFC) Stadium (the project) within the Railyards Specific Plan Area (RSP area) during the 12,000-person capacity "Day 1" phase of operations. The environmental impact report (EIR), published in 2016, evaluated noise emissions from crowds at soccer games, music from concerts held within and at the southern end of the stadium, and pre-game events at disc jockey (DJ) stages positioned outside of the stadium. The 2016 stadium noise modeling evaluated sound levels for the full, 25,000-person capacity, or the "Day 2" stadium design, both with and without the built-up RSP areas west of the stadium. The findings in the 2016 EIR indicated that music events could generate sound levels that would extend farther than noise from crowds at soccer matches or from pre-game DJ events.

The proposed "Day 1" stadium design includes features that are different than those evaluated for the "Day 2" stadium design in the EIR, including smaller grandstands, a fully open stadium (i.e., no roof), open vomitoria (i.e., stadium entrances), and DJ booths on the north and south sides of the stadium. These variations in the stadium design are anticipated to affect noise propagation and result in higher noise levels at nearby sensitive receivers when compared with the "Day 2" noise impact results documented in the EIR. To confirm whether the latest design information may result in additional impacts, Landau has completed noise modeling to evaluate sound levels based on the "Day 1" stadium design for the following scenarios:

- Concerts held at the northern end of the stadium field
- Concerts held at the eastern end of the stadium field
- Concerts held at the center of the stadium field
- Pre-game events at DJ booths north and south of the stadium

This technical memorandum describes the methodology used to evaluate sound levels from concerts and pre-game events held during the "Day 1" stadium design phase. The discussion and sound level

contour maps provided in this memorandum supplement the previous technical memoranda prepared on July 15, 2016 and September 2, 2016.

NOISE MODELING METHODOLOGY

Noise Model

Noise modeling was completed using the CadnaA® noise model, version 2025MR1, based on the noise propagation algorithms established in the International Organization for Standardization (ISO) standard 9613-2. CadnaA is a computerized noise-prediction model that calculates sound levels after considering the noise reductions or enhancements of a range of factors including distance, topography, ground surface types, intervening structures, and atmospheric absorption.

Topography

Similar to the 2016 noise model assessments, the latest topographic data from the US Geological Survey (USGS) were used to represent existing terrain surrounding the stadium site. Post-construction terrain used to evaluate "Day 2" conditions in the 2016 model assessment included vehicle and pedestrian ramps and a berm approximately 10 feet (ft) tall located north of the stadium. Based on the drawings provided to Landau for the "Day 1" stadium design, Landau's noise-model assessment included the assumption that the area immediately surrounding the stadium would be predominantly flat.

Buildings and Structures

Existing buildings surrounding the site were developed from building footprints downloaded from the Sacramento County GIS Data Library in 2016 and were updated to represent buildings that have been constructed since 2016. Residential and other buildings west of the stadium, expected to be developed as part of the RSP area project, were not included in this assessment.

For the stadium itself, CAD drawings provided by House & Robertson Architects, Inc. (HRA) were used to develop the "Day 1" stadium design, which included grandstands to support 12,000 spectators, an open vomitoria (i.e., stadium entrances), and other onsite structures.

Noise Sources

Consistent with the Sacramento City Municipal Code, Section 8.68.160, and the 2016 noise-modeling assessment for the project's EIR, sound from amplified music during concerts within the stadium were modeled assuming a sound pressure reference level of 98 dBA[1] at 150 ft (i.e., music from a speaker source would be received at 98 dBA at a distance of 150 ft). Sound levels for crowd noise (i.e., noise from people cheering and shouting during live music concerts) were developed by ESA based on measurements during a soccer game at Bonnie Field and were modeled assuming a sound pressure

[1] dBA is A-weighted decibels. Decibels are a unit measure of sound pressure on the logarithmic scale. A-weighting is a weighting scale that is applied to specific sound frequencies and is considered to be representative of the way humans hear and perceive sound.

reference level of 72.3 dBA at 5 ft, per person. Stage locations and crowd populations were modeled based on the north, east, and center stage seating configurations provided by HRA for the proposed "Day 1" concert stage configurations.

Consistent with the EIR mitigation measures Section 4.10-2(b), sound from temporary DJ booths within the plaza during pre-game events were modeled assuming a sound pressure reference level of 100 dBA at 5 ft from each DJ booth. Further, DJ booths were assumed to be in operation concurrently.

Model Receiver Locations

In addition to producing sound level contours for each modeled scenario, sound levels were calculated at discrete receiver locations. Discrete sound levels are summarized below in Table 1 and depicted graphically on Figure 1. Receivers were placed at a typical listening height of approximately 5 ft above ground. Upper-floor receivers, representative of balconies at nearby residential buildings, were modeled for residential buildings with multiple stories.

Table 1: Receiver Locations

Receiver ID	# of Floors at Each Receiver [a]	Description
KCRA	1	KCRA Radio Station
R1	3	Northern Creamery at Alki Flat Residence off Mud Pie Lane
R2	3	Creamery at Alki Flat Residence off Vanilla Bean Lane
R3	5	Lofts at Globe Mills housing at 11th Street and C Street
R4	1	Homes located near the intersection of Water, Bannon, and North B streets
R5	5	The A.J. Apartments at 7th Street and Railyards Boulevard
R6	3	Homes east of the intersection of D Street and 8th Street
R7	2	Homes west of the intersection of D Street and 8th Street
R8	2	Residential uses near 8th Street and Democracy Alley
R9	4	Wong Center Apartments at 7th Street and F Street
R10	2	Apartments at 7th Street and H Street
R11	16	Riverview Plaza residential tower at 6th and I streets
R12	4	Ping Yuen Apartments at 5th Street and I Street

Notes:

a) For receivers with more than one floor, model locations included typical listening height at the ground-floor and the upper-floor receivers.

FINDINGS

Modeled sound levels at each receiver location are found below in Table 2. Results are provided for each of the live music concert stage configurations (i.e., north stage, east stage, and center stage), and for pre-game DJ events outside of the stadium (assumed to occur concurrently). For locations with multiple floors, i.e., R1 through R3 and R5 through R12, the results in Table 2 represent the maximum of the ground-floor and upper-floor sound levels.

Modeled results for stadium noise (both sounds from live music and crowd noise) were developed assuming the 12,000-person capacity "Day 1" stadium design, including for buildings and terrain, as described above. Receiver locations and sound level contours for each modeled scenario are shown on Figures 2 through 5.

Table 2: Receiver Locations (dBA)

Receiver ID	Music Concert North Stage	Music Concert East Stage	Music Concert Center Stage	Pre-Game Events at Outside DJ Booths
KCRA	68	66	62	59
R1	72	68	78	67
R2	71	74	79	60
R3	68	69	69	59
R4	53	53	52	45
R5	61	74	62	48
R6	67	59	64	57
R7	70	63	70	53
R8	68	57	63	49
R9	62	67	72	52
R10	60	46	50	35
R11	64	57	59	42
R12	38	38	38	19

Abbreviations and Acronyms:

dBA = A-weighted decibels

For all modeled scenarios, the highest sound levels were predicted to occur at residences within the Creamery at Alki Flat, represented by R1 and R2. Sound levels of 78 and 79 dBA were predicted at R1 and R2, respectively, during a music concert with the center stage configuration at the stadium. When the stage is located at the north of the stadium, sound levels at R1 and R2 drop to 72 and 71 dBA, respectively, and when the stage is located at the east of the stadium, sound levels at R1 and R2 are 68 and 74 dBA, respectively. Sound levels of up to 67 dBA were predicted at R1 during pre-game DJ events held outside the stadium, the highest sound level predicted from DJ booth activities.

Sound level contours modeled during music events are shown on Figures 2, 3 and 4 for the north, east, and center stage configurations, respectively. These figures demonstrate that sound levels produced during live music concerts would be emitted through the open vomitoria at each corner of the stadium under the 12,000-person capacity “Day 1” design.

As illustrated on Figure 2, model results indicate that the 75-dBA sound level contour (the highest sound level contour generated for these figures) would extend eastward by approximately 1,500 ft under the north stage option. Under the east stage configuration, the farthest extension of the 75-dBA contour would be to the southwest, up to approximately 1,250 ft (see Figure 3). Under the center stage configuration, the 75-dBA sound level contour would radiate outward from each vomitoria up to about 1,250 ft (see Figure 4). The extent of the 75-dBA sound level contours predicted for the “Day 1” stadium design exceeds the distances to which the sound level contours extended for the 2016 assessment. However, note that for the “Day 1” configurations, the wider footprint of the 75-dBA sound level contours is to the east, at commercial and industrial uses (i.e., areas where there are no residential uses).

During pre-game events, the 75-dBA sound level contours from DJ booths outside the stadium, as shown on Figure 5, were generally within 500 ft of the stadium center. The 2016 noise assessment results indicated that the 75-dBA sound level contours were concentrated to the west of the stadium and extended beyond 500 ft to the north. Under the “Day 1” stadium design, the DJ booth locations would distribute sound levels more evenly around the north and south sides of the stadium.

USE OF THIS TECHNICAL MEMORANDUM

This technical memorandum has been prepared for the exclusive use of ESA for specific application to the SRFC Stadium project. No other party is entitled to rely on the information, conclusions, and recommendations included in this document without the express written consent of Landau. Further, the reuse of information, conclusions, and recommendations provided herein for extensions of the project or for any other project, without review and authorization by Landau, shall be at the user's sole risk. Landau warrants that within the limitations of scope, schedule, and budget, our services have been provided in a manner consistent with that level of care and skill ordinarily exercised by members of the profession currently practicing in the same locality under similar conditions as this project. Landau makes no other warranty, either express or implied.

LANDAU ASSOCIATES, INC.

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KAR/KMW/bkc
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Attachments:

Figure 1. SRFC Stadium 12,000 Capacity Model Receivers
Figure 2. SRFC Stadium 12,000 Capacity North Stage, Live Music Sound Level Contour Map
Figure 3. SRFC Stadium 12,000 Capacity East Stage, Live Music Sound Level Contour Map
Figure 4. SRFC Stadium 12,000 Capacity Center Stage, Live Music Sound Level Contour Map
Figure 5. SRFC Stadium 12,000 Capacity Pre-Game DJ Booths, Outside Stadium Sound Level Contour Map

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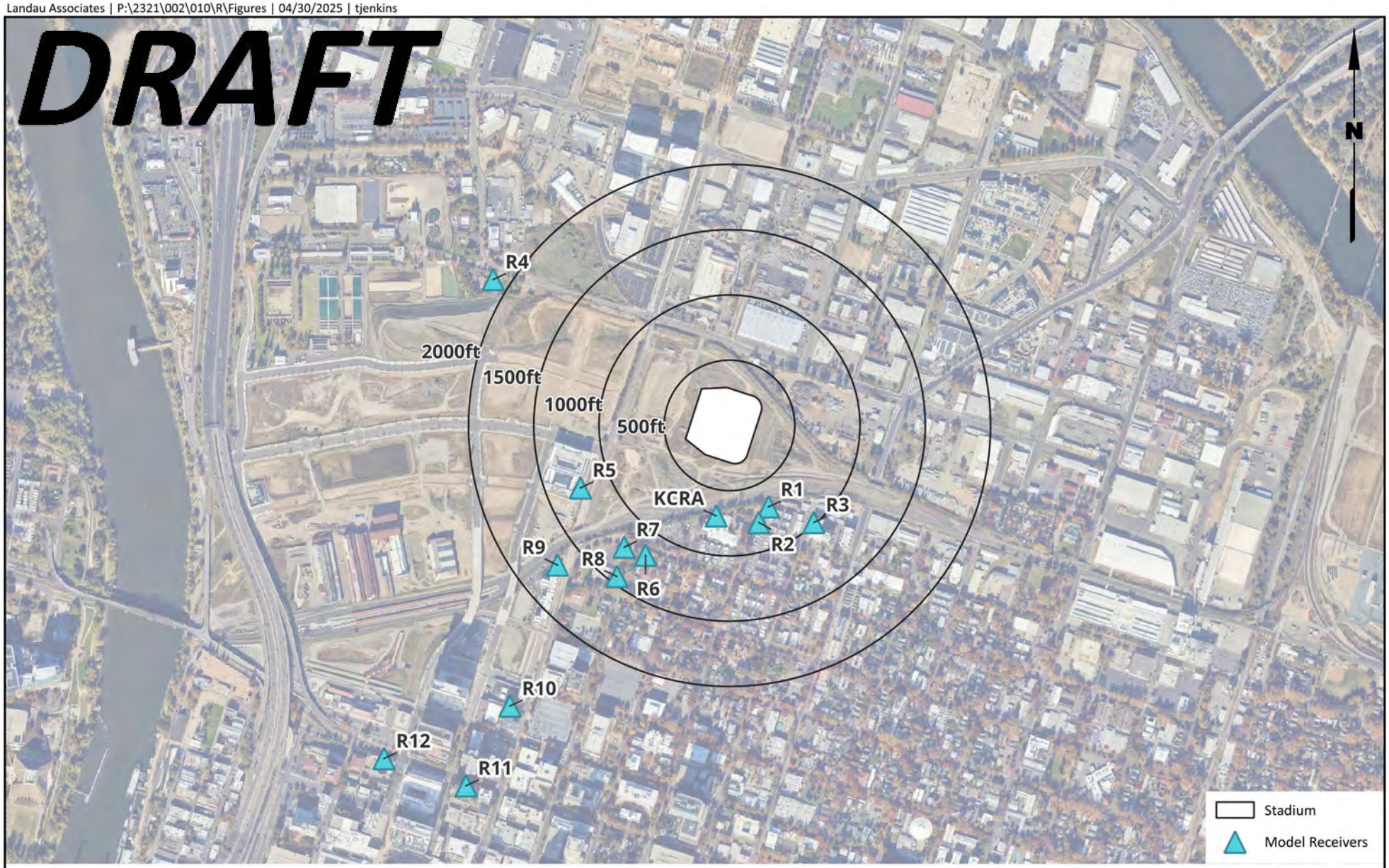

Note

1. Black and white reproduction of this color original may reduce its effectiveness and lead to incorrect interpretation.

Source: Google Maps ©2025

0 1,000 2,000

Scale in Feet

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Sacramento Republic Football Club Stadium Sacramento, California	**SRFC Stadium 12,000 Capacity Model Receivers**	Figure 1

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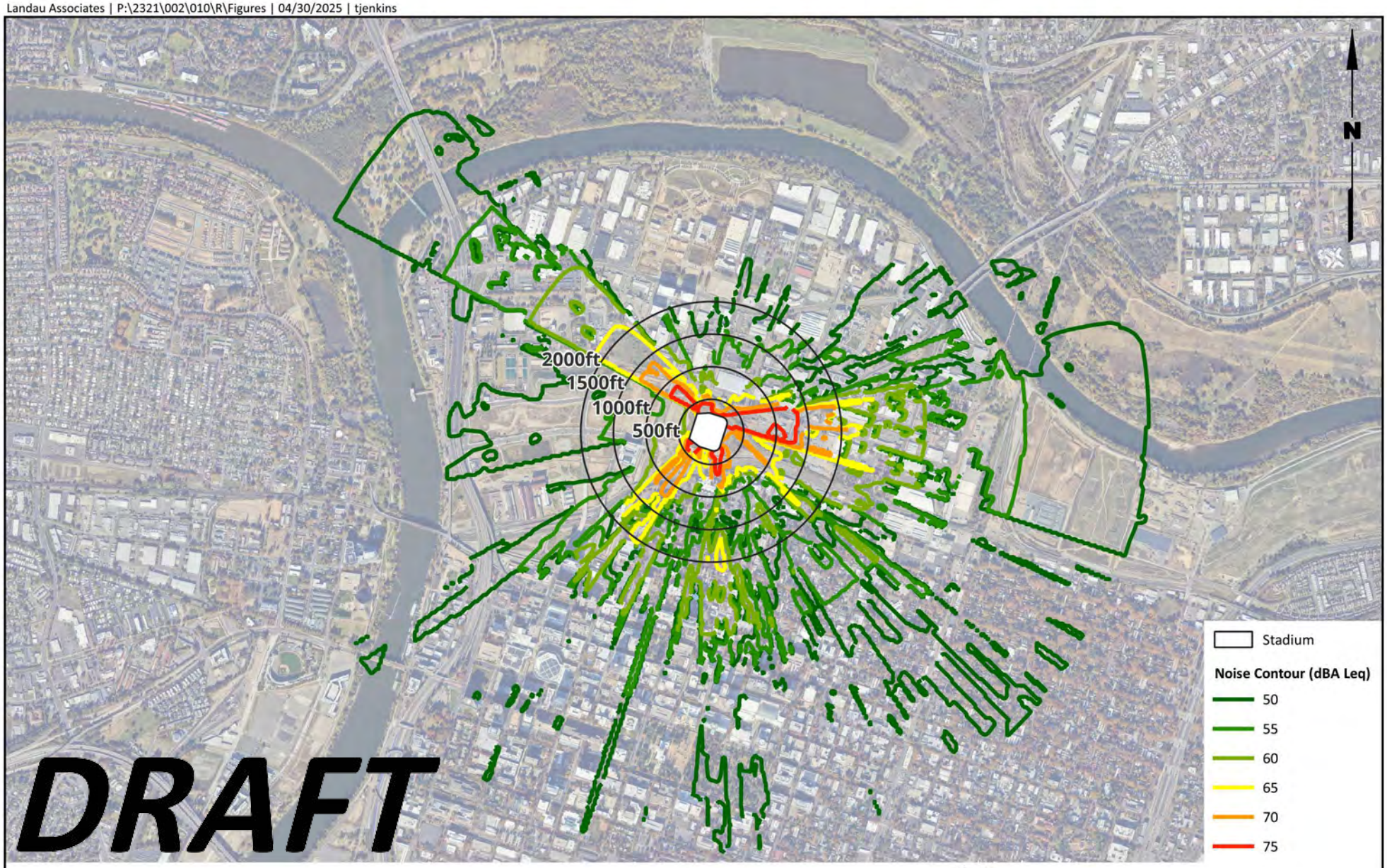

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Scale in Feet

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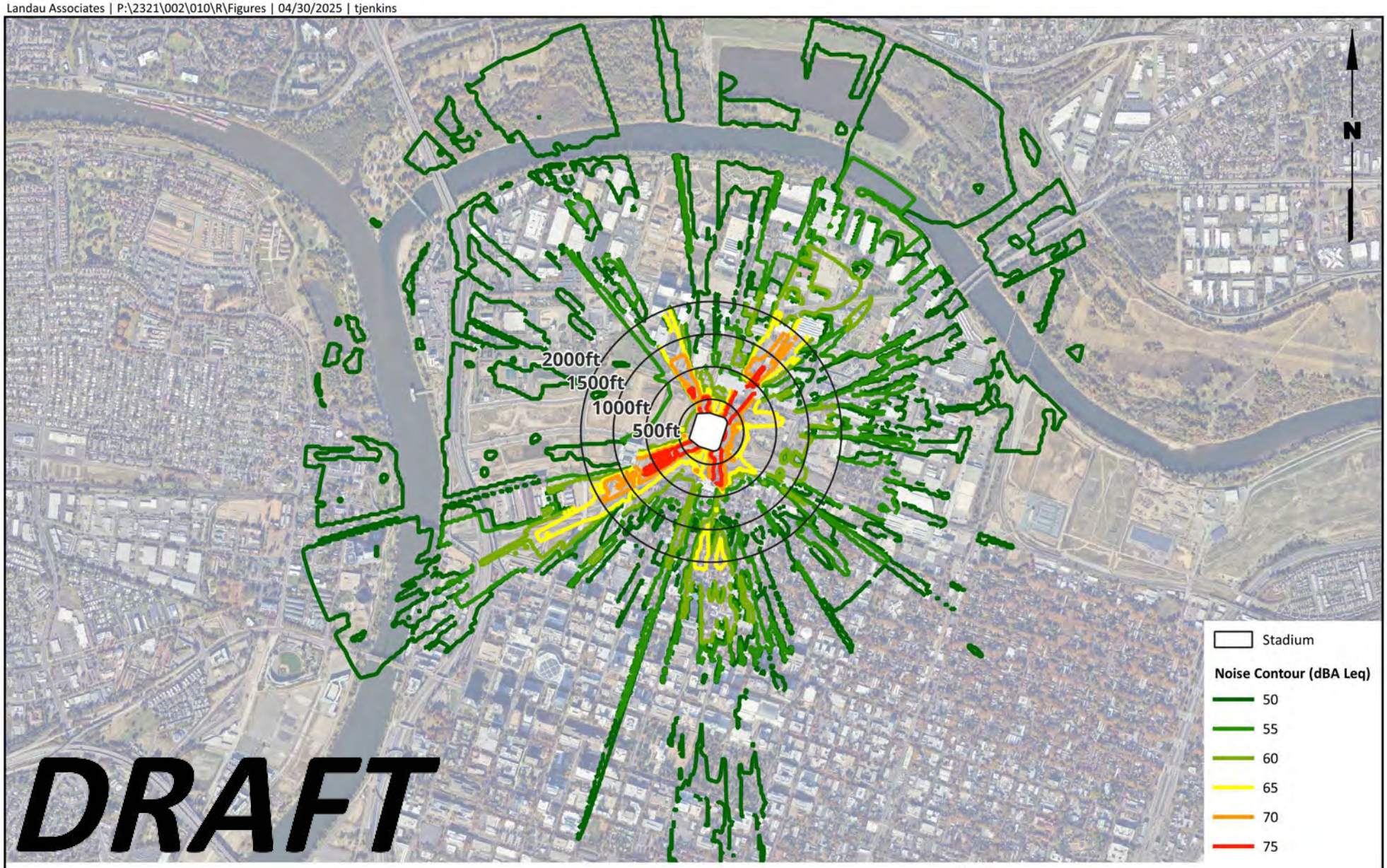
Sacramento Republic Football Club Stadium Sacramento, California	**SRFC Stadium 12,000 Capacity North Stage, Live Music Sound Level Contour Map**	Figure 2



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Scale in Feet

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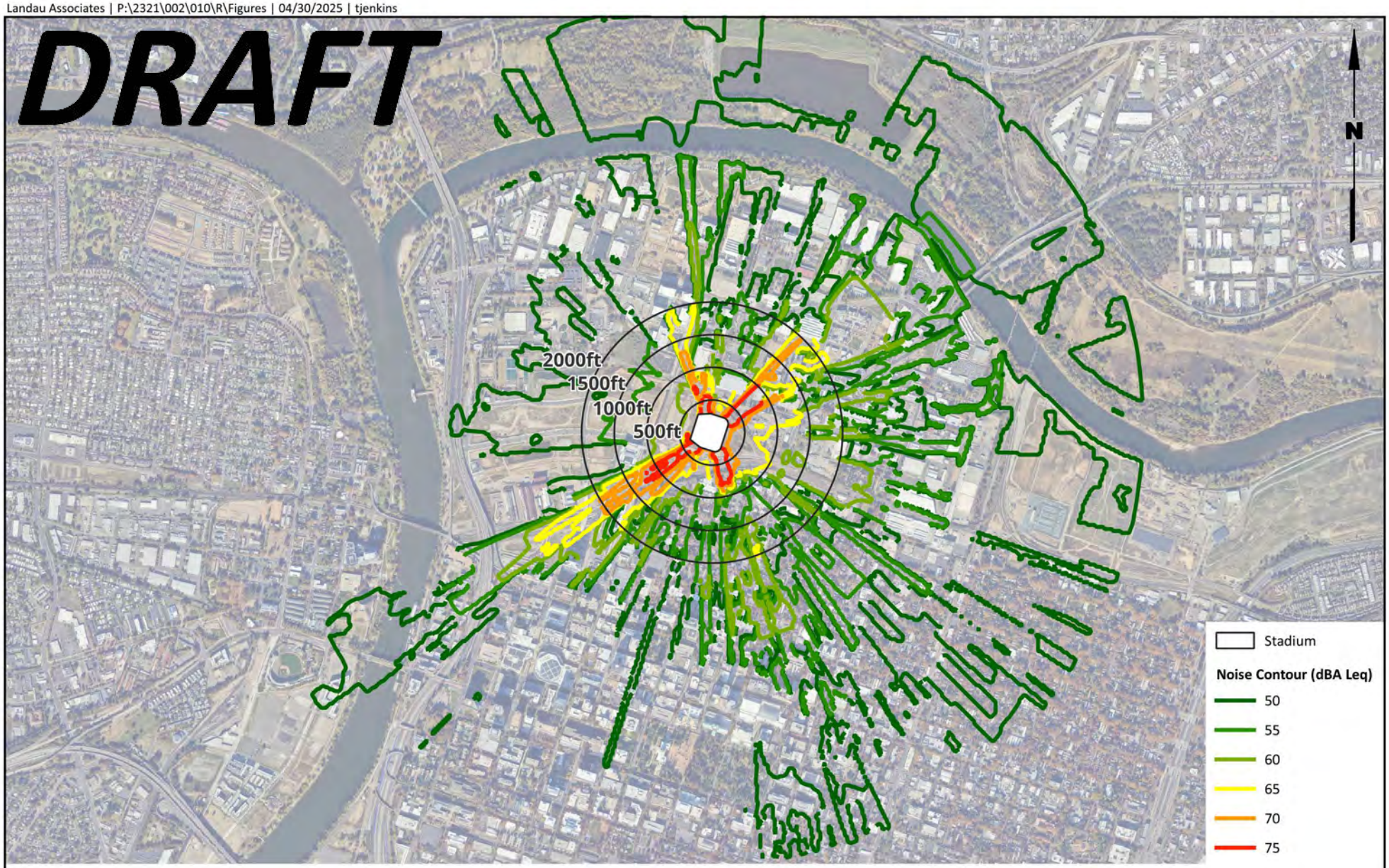
Sacramento Republic Football Club Stadium Sacramento, California	**SRFC Stadium 12,000 Capacity East Stage, Live Music Sound Level Contour Map**	Figure 3



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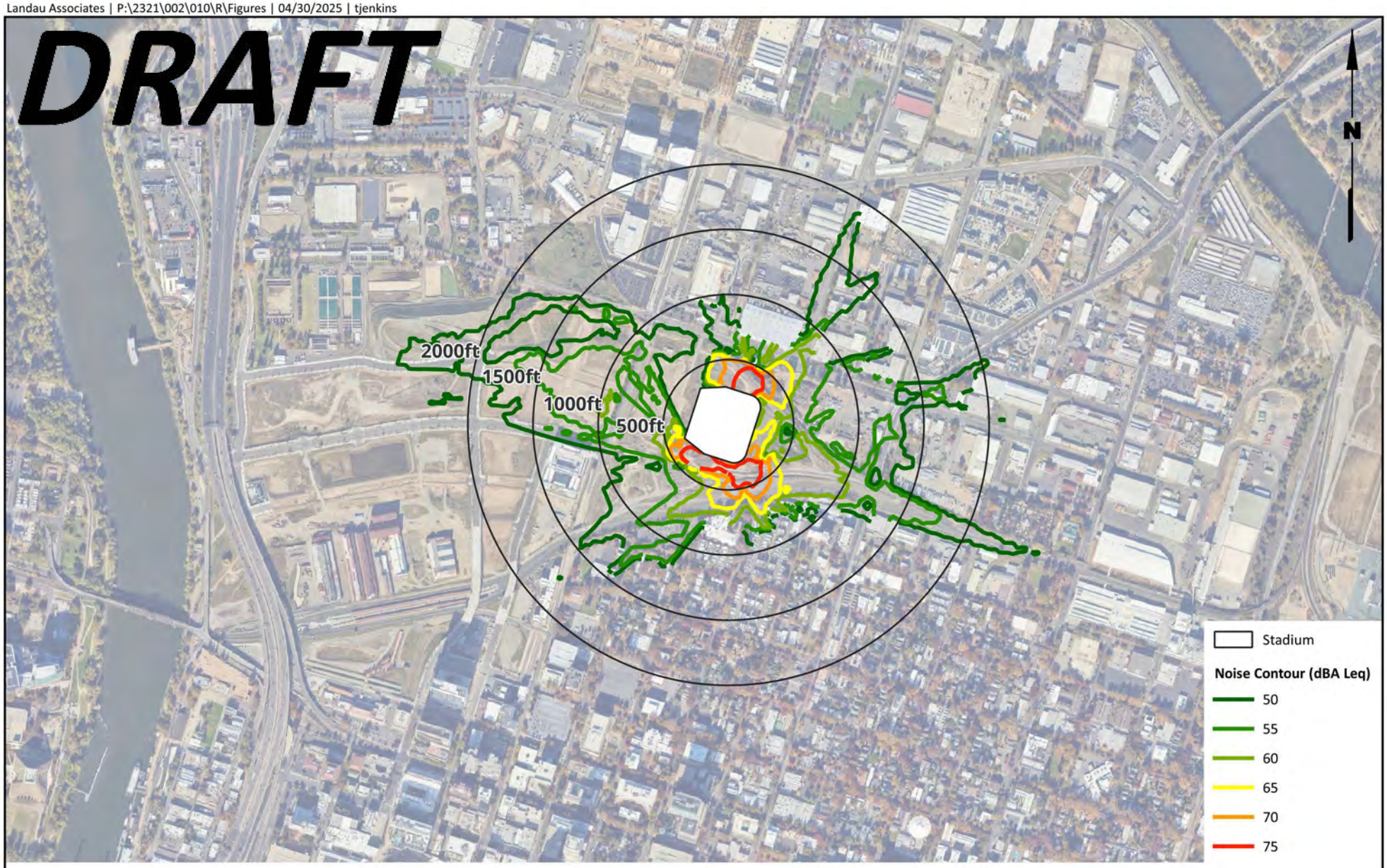
Sacramento Republic Football Club Stadium Sacramento, California	**SRFC Stadium 12,000 Capacity Center Stage, Live Music Sound Level Contour Map**	Figure 4



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Scale in Feet

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Sacramento Republic Football Club Stadium Sacramento, California	**SRFC Stadium 12,000 Capacity Pre-Game DJ Booths, Outside Stadium Sound Level Contour Map**	Figure 5