SACRAMENTO RAILYARDS DISTRICT SIGNAGE PROGRAM

Addendum to the Railyards Specific Plan Update, KP Medical Center, MLS Stadium, and Stormwater Outfall Subsequent Environmental Impact Report

Prepared for
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Introduction

The Sacramento Railyards District Signage Program ("Proposed Project") includes the construction and operation of five digital billboard sites within the Railyards Special Planning District within the Sacramento Railyards Specific Plan (RSP) Area. For the City to approve 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 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 the RSP Area 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 November 10, 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")
- Sacramento Republic FC Stadium Addendum to the 2016 RSPU SEIR (approved September 8, 2025) ("SRFC Stadium Addendum")

Public Resources Code Section 211666 and CEQA Guidelines Section 15162 address the question of how to proceed with CEQA compliance when an EIR has been previously certified and the project may be modified in a way that would require a discretionary action. Pursuant to CEQA Guidelines Section 15162, a subsequent or supplemental EIR is not required 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.

This Addendum has been prepared to determine whether as compared to the impacts evaluated in the 2016 RSPU SEIR the Proposed Project, or changes to the circumstances of the project, would result in new or substantially more severe environmental impacts would occur from development of the Proposed Project, or whether new information of substantial importance which was not known or could not be known at the time of the certification of the 2016 SEIR.

As demonstrated in the analysis presented in this Addendum and based on the information contained in the 2016 RSPU SEIR, none of the conditions described under CEQA Guidelines Section 15162 requiring a subsequent or supplement to the EIR apply to the Proposed Project. Therefore, preparation of a subsequent or supplemental EIR is not required, and this Addendum is the appropriate environmental document pursuant to CEQA Guidelines Section 15164.

Project Background

CEQA Context

As described above, the CEQA documentation addressing the RSP includes six documents prepared over the preceding 18 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.

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.

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.

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.

Sacramento Valley Station Area Plan Addendum to the 2016 RSPU SEIR (2021)

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 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 (2022)

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, a digital sign in the southern terminus of the Plaza, 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 (2024)

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 Boulevard and Bercut Drive, 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.

Sacramento Republic FC Stadium Addendum to the 2016 RSPU SEIR (2025)

The Sacramento Republic Football Club ("SRFC" or "Sacramento Republic FC") Stadium 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. To comply with the requirements of CEQA the City prepared an Addendum to the 2016 RSPUSEIR, which was approved by the City on September 8, 2025.

Conclusion

The 2016 RSPU SEIR represented a comprehensive revision of the 2007 RSP EIR. It fully analyzed impacts from buildout of the RSPU 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.

For this reason, the analyses in this Addendum expressly focus on the differences between the Proposed Project and the analysis of 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, Kaiser Permanente Railyards Addendum and SRFC Stadium Addendum) are not directly relevant to the Proposed Project and are therefore not discussed further in this Addendum.

Railyards Special Sign District

In addition to the relevant CEQA documents, the City has recently adopted ordinance relevant to the proposed project. The Railyards Special Sign District (M25-005) & Subdistrict 3 Digital Billboards (M25-010) was adopted by the City Council on December 2, 2025, which replaced City Code section 14.148.193, allowing unique signage that will enhance and strategically activate various locations within the Railyards Special Planning District. The ordinance authorizes types and location of signage that will enhance the public's overall experience at the Railyards and complement the buildings, structures, and public spaces within the Railyards. This section is also intended to protect public health and safety by regulating the type, number, and location of signs within the Railyards that might distract motorists and pedestrians or be a nuisance for the occupants of buildings near the Railyards.

The ordinance identifies subdistricts within the Railyards Special Planning District for which the ordinance provides for variation from all of the provisions of section 15.148 to fit the needs of each subdistrict. The proposed project includes the development of digital billboards within Subdistrict 3. For Subdistrict 3 the ordinance allows the city council to approve agreements that authorize the construction of digital billboards on city-owned or city-leased property within the subdistrict, subject to key provisions including limits to the number of digital billboards (five), maximum allowable heights of billboard structures, maximum area of each digital-display face, hours of operation, and other key provisions. The ordinance provides differentiations between freeway-oriented digital billboards and other digital billboards within the subdistrict.

Project Description

The Proposed Project includes the construction and operation of five digital billboards at sites located within the RSP Area. The proposed digital billboard sites are shown on **Figure 1** and are described below. The proposed digital billboards would include two freeway-oriented digital billboards along Interstate 5 (I-5) in the western RSP Area (Locations 1 and 2), two gateway billboards between the 5th and 6th Streets rail crossings (Location 3) and at the north and south entries into the RSP Area at the 7th Street/B Street intersection (Location 4), and movement of the previously analyzed digital sign from the south side of the Central Shops Plaza to outside the Central Shops Historic District at the entry point of the Plaza at the proposed Stanford Street and Stevens Street driveway intersection (Location 5).

The proposed digital billboard faces will be light-emitting diode (LED)-through-hole design, with an LED pixel pitch of nineteen millimeters. The proposed digital billboards would be located,

designed, and operated in conformance with provisions of the City's Railyards Special Sign District, as defined in Section 14.148.193 of the Sacramento City Code.

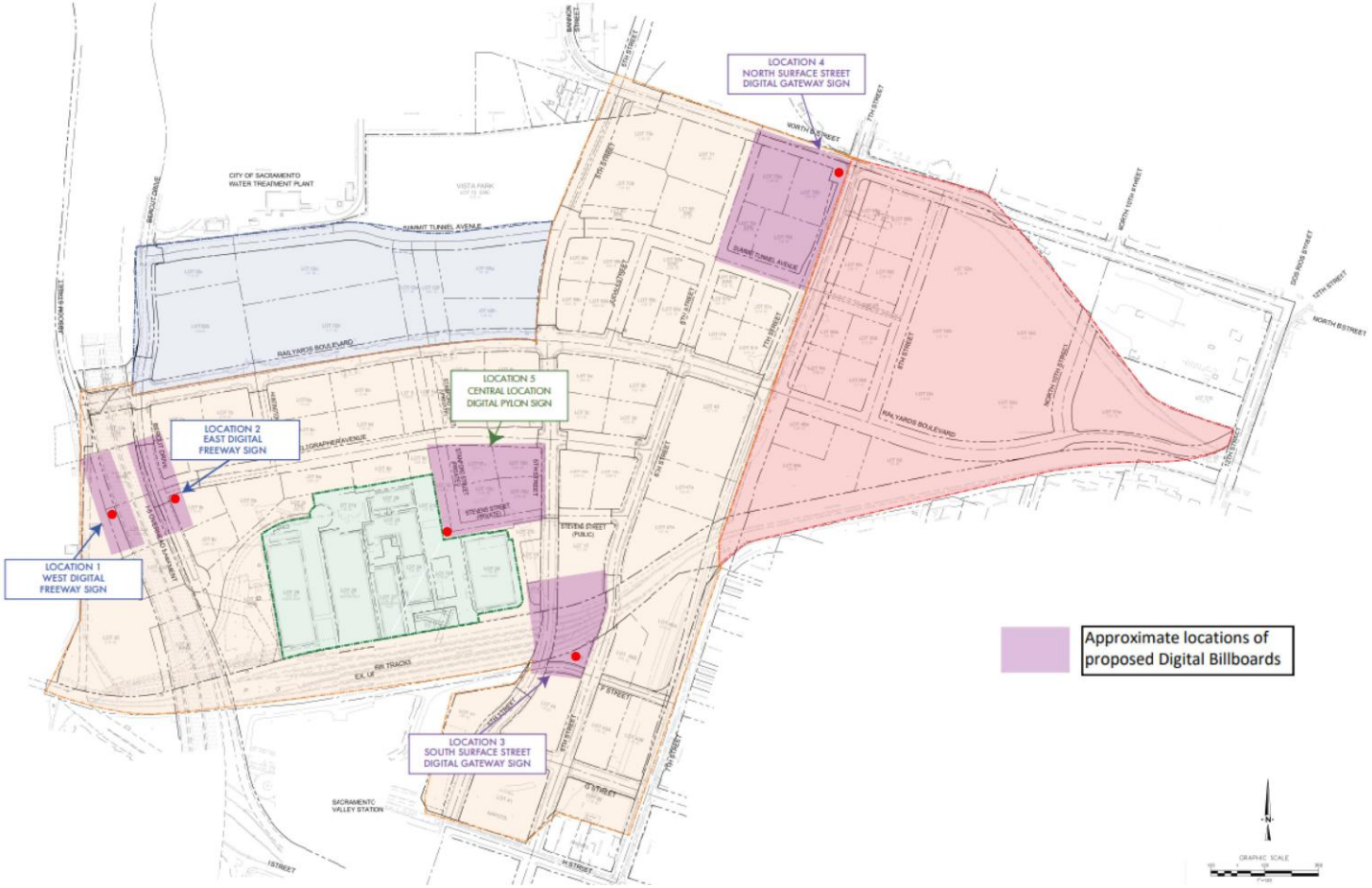
West Freeway-Oriented Digital Billboard (Location 1)

The West Freeway-Oriented Digital Billboard site is located on Lot 33c in the Riverfront District of the RSP Area (APN 002-0010-079) (see 2016 RSPU SEIR, Figure 2-11). The site is undeveloped and is located immediately west of the elevated southbound I-5. Jibboom Street and the Sacramento River are located immediately west of the site. The West Freeway-Oriented Digital Billboard would be constructed as a dual-faced, landscape-oriented billboard, designed to be viewable to southbound and northbound traffic on I-5. Billboard faces will be oriented toward I-5, with the north-facing billboard oriented in a northeasterly direction and the south facing billboard oriented in a southeasterly direction. The billboard structure would extend approximately 100 feet above ground level, and the digital faces of the billboard would have a height of 25 feet and a width of 48 feet. The digital faces would be mounted at the top of the billboard structure, with the bottom of the billboards placed 75 feet above ground. The billboard would operate 24 hours a day.

The digital billboard would be mounted on a column that would measure approximately eight feet in diameter at its widest point. The base of the column would be encased in concrete and could extend approximately 75 feet below ground level. Necessary foundation reinforcement for the column would be informed by the results of the geotechnical report for the digital billboard site.

Operation of the West Freeway-Oriented Digital Billboard will be 24 hours a day with the brightness of the billboard automatically adjusting to changing light conditions, to limit light spillover during evening periods.

Figure 1 Digital Billboard Locations



East Freeway-Oriented Digital Billboard (Location 2)

The East Freeway-Oriented Digital Billboard site is located on Lot 8a in the Riverfront District of the RSP Area (APN 002-0010-079) (see 2016 RSPU SEIR, Figure 2-11). The site is undeveloped and is located immediately east of the elevated northbound I-5. The East Freeway-oriented Digital Billboard would be constructed as a dual-faced, landscape-oriented billboard, designed to be viewable to northbound and southbound traffic on I-5. Billboard faces will be oriented toward I-5, with the north-facing billboard oriented in a northwesterly direction and the south facing billboard oriented in a southeasterly direction. The billboard structure would extend approximately 100 feet above ground level, and the digital faces of the billboard would have a height of 25 feet and a width of 48 feet. As with Location 1, the digital faces will be mounted at the top of the billboard structure, with the bottom of the billboards placed 75 feet above ground.

The digital billboard would be mounted on a column that would measure approximately eight feet in diameter at its widest point. The base of the column would be encased in concrete and would extend approximately 75 feet below ground level. Necessary foundation reinforcement for the column would be informed by the results of the geotechnical report for the digital billboard site.

Operation of the East Freeway-Oriented Digital Billboard will be 24 hours a day with the billboard automatically adjusting to changing light conditions, to limit light spillover during evening periods.

South Surface Street Digital Gateway Billboard (Location 3)

The South Surface Street Digital Gateway Billboard site is located on Lot 45 in the Depot District of the RSP Area (APN 002-0290-002) immediately north of F Street between 5th and 6th streets (see 2016 RSPU SEIR, Figure 2-11). The site is currently undeveloped with Railroad (UPRR) tracks located immediately north of the site, and Lot 44, which currently includes a parking lot and vacant land, is located immediately south of the site.

The South Surface Street Digital Gateway Billboard would be constructed as a dual-faced, landscape-oriented billboard. The billboard structure would extend approximately 65 feet above ground level, and the digital faces of the billboard would have a height of 14 feet and a width of 48 feet. The billboard would operate 18 hours a day.

The digital billboard would be mounted on a column that would measure up to six feet in diameter at its widest point. The base of the column would be encased in concrete and would extend down to approximately 50 feet below ground level. Necessary foundation reinforcement for the column would be informed by the results of the geotechnical report for the digital billboard site.

North Surface Street Digital Gateway Billboard (Location 4)

The North Surface Street Digital Gateway Billboard site is located on Lot 70b in the East End District of the RSP Area (APN 002-0010-080) on 7th Street immediately south of North B Street (see 2016 RSPU SEIR, Figure 2-11). The site is currently undeveloped, with office and commercial uses in the River District located to the north across North B Street.

The North Surface Street Digital Gateway Billboard would be constructed as a single-faced, landscape-oriented billboard. The billboard structure would extend approximately 45 feet above ground level, and the digital face of the billboard would have a height of 10.5 feet and a width of 36 feet. The billboard would operate 18 hours a day.

The digital billboard would be mounted on a column that would measure six feet in diameter at its widest point. The base of the column would be encased in concrete and would extend approximately 50 feet below ground level. Necessary foundation reinforcement for the column would be informed by the results of the geotechnical report for the digital billboard site.

Central Location Digital Billboard (Location 5)

The Central Location Digital Billboard site is located in the West End District of the RSP Area (APN 002-0300-026) at the intersection of Stanford and Stevens streets on Lot 10 (see 2016 RSPU SEIR, Figure 2-11). The proposed billboard would place the original digital billboard analyzed in the Paint Shop Addendum as being placed at the southern terminus of the Central Shops Plaza, at the north end of the Plaza, outside of the Central Shops Historic District. The site is currently undeveloped and is located immediately east and north of the historic Central Shops buildings in the Central Shops District of the RSP Area.

The Central Location Digital Billboard would be constructed as a tri-faced, portrait-oriented billboard. The billboard structure would extend approximately 45 feet above ground level, and the digital face of the billboard would have a height of 30 feet and a width of 10.5 feet. The billboard would operate 18 hours a day.

The digital billboard would be mounted on a column that would measure approximately five feet in diameter at its widest point. The base of the column would be encased in concrete and would extend approximately 30 feet below ground level. Necessary foundation reinforcement for the column would be informed by the results of the geotechnical report for the digital billboard site.

Required Discretionary Actions

The Proposed Project would be subject to site plan and design review approval by the City of Sacramento.

Discussion

The following analysis evaluates whether the Proposed Project would meet the conditions identified in Section 15162 calling for the preparation of a subsequent EIR.

Issues Determined to be Less than Significant

Several issue areas (i.e., agriculture and forestry resources, air quality and greenhouse gas emissions, energy, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, noise, population and housing, public services, transportation, utilities and service systems, and wildfire) were found not to be significant and therefore are not

addressed in detail in this Addendum. The reasons these issues were determined not to be significant are described below.

Agriculture and Forestry Resources

The Proposed Project includes the construction and operation of five digital billboards on sites within the RSP Area. None of the land within the RSP Area is under a Williamson Act contract or is 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 issue is not discussed further.

Air Quality and Greenhouse Gas Emissions

Construction of the Proposed Project would generate minor, short-term air quality emissions primarily associated with excavation for foundations at the identified billboard locations, on-site assembly of billboards components, and installation of the proposed digital billboards. These activities would result in temporary and limited emissions from construction equipment and dust generation. Operational emissions would be confined to occasional maintenance activities—such as periodic site visits for inspection and repair—which are not substantial contributors to local or regional air quality impacts. The scale and intensity of Proposed Project construction and operational emissions are anticipated to be minimal and consistent with the type and extent of development projected for buildout of the RSPU and analyzed in the 2016 RSPU SEIR. Therefore, the project would be within the air quality emissions impacts determined to result from implementation of the RSPU and would be subject to the mitigation measures identified in the 2016 RSPU SEIR intended to reduce construction related air quality emissions, including Mitigation Measures 4.2-2(a), 4.2-2(b), 4.2-2(c), and 4.2-2(d). With regard to greenhouse gas emissions, for the reasons stated above, the Proposed Project would be within the scope of RSPU development and would be consistent with and conform to all of the applicable criteria to establish consistency with the City's Climate Action and Adaptation Plan (CAAP). Given these considerations, the Proposed Project would not result in new or substantially more severe significant impacts related to air quality or greenhouse gas emissions during either construction or operation. Accordingly, the analysis of air quality and greenhouse gas emissions impacts presented in the 2016 RSPU SEIR remains applicable and adequate, and no new or additional mitigation measures are required.

Energy

Construction of the Proposed Project would result in minor, short-term energy consumption, primarily associated with the use of construction equipment and vehicles during excavation, assembly, and installation of the digital billboards. The energy demand from these activities would be temporary, limited, and consistent with what was previously anticipated for development within the RSP Area and analyzed in the 2016 RSPU SEIR. In terms of operation, energy use would be confined to powering the digital billboards and periodic maintenance activities such as site visits for inspection and repairs. The ongoing energy consumption by the

proposed signage is anticipated to be relatively low, utilizing efficient lighting technology, and would not represent a substantial increase in energy usage evaluated in the 2016 RSPU SEIR and determined to be less than significant with required adherence to state and local regulations that increase the efficiency of operations. Given these considerations, the Proposed Project would not result in new or substantially more severe significant impacts related to energy during either construction or operation. Accordingly, the analysis of impacts related to energy presented in the 2016 RSPU SEIR remains applicable and adequate, and no new or additional mitigation measures are required.

Geology and Soils

The Proposed Project would develop five digital billboards, which would include excavation to a depth of up to 75 feet below ground level for the construction of digital billboard foundations at five locations within the RSP area. The Proposed Project would not expand the project site beyond the boundaries of the RSP Area. Thus, ground disturbance would remain similar to what was anticipated in the 2016 RSPU SEIR. As required by the California Building Code (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. Compliance with the CBC, the City Code, and the site-specific recommendations of the geotechnical investigation that would be prepared for the Proposed Project, impacts related to geology and soils would be less than significant, the same conclusion as made in the 2016 RSPU SEIR. In addition, the proposed Central Location Digital Billboard (Location 5) would be located immediately east and north of the historic Central Shops buildings in the Central Shops District of the RSP Area. Accordingly, construction of this billboard would be subject to RSPU SEIR Mitigation Measure 4.6-2, which would ensure all appropriate measures are taken to minimize damage to the historic Central Shops as a result of construction related activities adjacent to the historic Central Shops. With the implementation of Mitigation Measure 4.6-2, this impact would be reduced to a less-than-significant level. Given these considerations, the Proposed Project would not result in new or substantially more severe significant impacts related to geology and soils during either construction or operation. Accordingly, the analysis of impacts related to geology and soils presented in the 2016 RSPU SEIR remains applicable and adequate, and no new or additional mitigation measures are required.

Hazards and Hazardous Materials

The Proposed Project would develop five digital billboards, which would include excavation to a depth of up to 75 feet below ground level for the construction of digital billboard foundations at five locations within the RSP area, which would be in addition to planned development of the RSP Area pursuant to implementation of the RSPU. The Proposed Project would not expand the project site beyond the boundaries of the RSP Area. Thus, ground disturbance would remain similar to what was anticipated in the 2016 RSPU SEIR. The project sites for the digital billboards, as analyzed in the 2016 RSPU SEIR, have remained undeveloped since the

certification of the 2016 RSPU SEIR. There have been no substantial changes to the project sites. However, the surrounding network of roadway right-of-way has been fully developed to include roadways, sidewalks, streetlighting, and public utility infrastructure. As analyzed in the 2016 RSPU SEIR, the development activities in the RSP Area, which includes the digital billboard sites, would involve the use and storage of hazardous materials specific to construction. As is the case with all RSPU development, hazardous materials associated with Proposed Project construction would be handled, stored, transported, and disposed of in compliance with federal, state, and local regulations, ensuring minimal risk to public health and safety.

The 2016 RSPU SEIR identified that the majority of the Certified Areas owned by Downtown Railyard Venture (DRV) within the RSP Area, which includes each of the proposed digital billboard sites, are located within the study areas covered by the 2015 Land Use Covenant (LUC) and the2019 Central Shops LUC, and pursuant to which construction in the project area must be accomplished in compliance with the Environmental Restrictions of the LUC or under approval by DTSC, including compliance with the Railyards Projects Soil and Groundwater Management Plan (SGMP). 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 Department of Toxic Substances Control (DTSC) requirements, and HAZ-1.4, which implements DTSC-approved remedial action plans. In addition, the 2016 RSPU SEIR identified Mitigation Measure 4.8-1, which would minimize risk of exposure to previously unidentified soil contamination by requiring that work stop and the appropriate analysis occur to identify the type and extent of the contamination, and Mitigation Measure 4.8-7, which would ensure all appropriate measures are taken to minimize contaminated groundwater reaching water, sewer or storm drainage pipelines. The Proposed Project would be subject to all federal, state, and local regulations, policies, agreements and mitigation measures applicable to RSPU development to ensure impacts related to hazards and hazardous materials would be reduced to a less-than-significant level. Given these considerations, the Proposed Project would not result in new or substantially more severe significant impacts related to hazards and hazardous materials during either construction or operation. Accordingly, the analysis provided in the 2016 RSPU SEIR remains applicable and adequate, and no new or additional mitigation measures are required.

Hydrology and Water Quality

Construction activities associated with the Proposed Project, including excavation for billboard foundations and assembly activities, would generate only minor, short-term disturbances to surface soils at the selected sites. These disturbances could result in temporary, localized increases in sediment runoff and minimal potential for pollutants to enter drainage systems. However, all activities would occur in compliance with applicable stormwater management and best management practices, minimizing the risk of water quality degradation. Once operational, the digital billboards would not require the use of water or involve processes that could affect local hydrology or water quality. Occasional maintenance activities, such as site inspections and repairs, would not be of a scale or frequency to introduce pollutants or alter drainage patterns. Given these considerations, the Proposed Project would not result in new or substantially more severe significant impacts to hydrology or water quality during either construction or operation.

Accordingly, the analysis provided in the 2016 RSPU SEIR remains applicable and adequate, and no new or additional mitigation measures are required.

Mineral Resources

The proposed digital billboard sites are located in a disturbed environment surrounded by urban uses. Due to the RSPU Area'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. Given these considerations, the Proposed Project would not result in new or substantially more severe significant impacts to mineral resources during either construction or operation. Accordingly, the analysis provided in the 2016 RSPU SEIR remains applicable and adequate, and no new or additional mitigation measures are required.

Noise

Construction of the Proposed Project would generate minor, short-term noise impacts primarily associated with activities such as excavation for billboard foundations, on-site assembly, and installation of billboard components at the designated locations. These sources of noise—stemming from construction equipment operation and vehicle movements—would be temporary in nature and limited in intensity, consistent with the projected levels of construction noise described in the 2016 RSPU SEIR. As was identified in the SEIR, construction pursuant to implementation of the RSPU would result in potentially significant construction noise impacts, which would be mitigated with the implementation of Mitigation Measure 4.10-1. The Proposed Project would be subject to Mitigation Measure 4.10-1, which would implement measures to reduce construction noise. However, as was determined for buildout of the RSPU in the SEIR, even with implementation of Mitigation Measure 4.10-1, construction may have a significant unavoidable noise impact on sensitive receptors. Once operational, noise emissions would be restricted to occasional maintenance activities, such as periodic site visits for inspection and repair, which are not expected to contribute significantly to local or regional ambient noise levels. Given these considerations, the Proposed Project would not result in new or substantially more severe significant noise impacts during either construction or operation. Accordingly, the analysis of noise impacts presented in the 2016 RSPU SEIR remains applicable and adequate, with no new or additional mitigation measures required.

Population and Housing

The proposed digital billboards would not add population or affect housing and would not alter the anticipated effects related to population and housing analyzed in the 2016 RSPU SEIR. Therefore, this impact is not discussed further.

Public Services

The Proposed Project includes the construction and operation of five digital billboards at sites within the RSP Area. The proposed digital billboards would not add population or employment generating uses which could create demand for public services. Consequently, the Proposed

Project would not result in new or substantially more severe significant impacts associated with the provision of new or physically altered governmental facilities (e.g., fire protection, police protection, schools, parks, recreation, or other public 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. Accordingly, the analysis of impacts related to public services presented in the 2016 RSPU SEIR remains applicable and adequate, with no new or additional mitigation measures required.

Transportation

Operation of the digital billboards would not generate new vehicle trips or result in an increase in vehicle miles traveled (VMT) effects relative to those analyzed in the 2016 RSPU SEIR. Operation of the digital billboards would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Regulations for digital billboards imposed and enforced by the California Department of Transportation (Caltrans) preclude lighting that would be directed at motorists that is so directed or intense that it could temporarily blind or confuse drivers or create conditions that make recognition of the roadway or official signage difficult. These controls effectively regulate light and the potential for the creation of glare to ensure that the operation of any digital billboard does not create hazardous conditions for drivers. The City of Sacramento regulates digital signage through its Sign Regulations (Chapter 15.148 of the Municipal Code) and other related ordinances. Key requirements include restrictions on animation, brightness, and size to ensure that digital billboards do not create hazardous conditions for drivers.

Construction activities, including construction traffic related to the Proposed Project, would be within the scope of effects analyzed in the 2016 RSPU SEIR. Mitigation Measure 4.12-7(a) from the 2016 RSPU SEIR would be applicable to the Proposed Project. This mitigation measure requires the preparation of construction traffic management plans to reduce disruptions to all modes of travel associated with project construction. With this mitigation, impacts associated with construction impacts would be reduced to a less-than-significant level. Given these considerations, the Proposed Project would not result in new or substantially more severe significant impacts related to transportation during either construction or operation. Accordingly, the analysis of transportation impacts presented in the 2016 RSPU SEIR remains applicable and adequate, with no new or additional mitigation measures required.

Utilities and Service Systems

Construction of the Proposed Project would result in minor, short-term consumption of energy and water resources, primarily associated with the use of construction equipment and vehicles during excavation, assembly, and installation of the digital billboards. The energy and water demand from construction activities would be temporary and limited, and consistent with what was previously anticipated for development within the RSP Area and analyzed in the 2016 RSPU SEIR. In terms of operation, energy use would be confined to powering the digital billboards and periodic maintenance activities such as site visits for inspection and repairs. The ongoing energy consumption by the proposed signage is anticipated to be relatively low, utilizing efficient

lighting technology, and would not represent a substantial increase over existing conditions in the RSP Area. The operation of the Proposed Project would not use water and would not generate wastewater or solid waste and would not require new or altered facilities associated with these or any other utility or service systems. Given these considerations, the Proposed Project would not result in new or substantially more severe significant impacts related to utilities and service systems during either construction or operation. Accordingly, the analysis of utilities and service systems impacts presented in the 2016 RSPU SEIR remains applicable and adequate, with no new or additional mitigation measures required.

Wildfire

The Proposed Project includes the construction and operation of five digital billboards on sites within the RSP Area. The RSP Area 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.

Topics for Detailed Environmental Analysis

Land Use and Planning

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

Surrounding Land Uses

The project sites are located along I-5, immediately north of the UPRR tracks, west of 7th Street located on the north-easterly portion of the RSP Area, and west of 7th Street at the southeastern boundary of the RSP Area and outside of the northeast boundary of the Central Shops District. The Central Business District (CBD) borders the Railyards site to the south and consists primarily of office and commercial uses with some residential units. The CBD includes many government buildings and is also home to the Downtown Commons and Golden 1 Center. The River District lies directly north adjacent to the Railyards. The Sacramento Regional Water Treatment Plant (SRWTP) is located directly adjacent to the northern border of the Railyards. The Alkali Flat residential neighborhood is south and east, generally north of F Street and east of 7th Street. Alkali Flat is also an adopted historic district, characterized by its late 19th/early 20th century Victorian homes.

Land Use and Zoning Designations

General Plan Land Use

The 2016 RSPU SEIR outlines a vision for the Railyards site as a vibrant, mixed-use, 24-hour urban district, supporting a wide variety of complementary uses. The proposed project sites are

located on parcels with the Residential Mixed Use (RMU) land use designation established in the City's 2040 General Plan, which encourages lively, walkable neighborhoods composed of high-intensity residential, commercial, office, and public spaces. Under the RMU designation, developments may include residential, retail, employment, entertainment, cultural, and personal service functions. Placement of the proposed digital billboards is consistent with the City's intentions for the RSP Area, supporting the energetic atmosphere expected in RMU areas and ensuring compatibility with the adjacent land uses.

Zoning

The 2016 RSPU SEIR updated the zoning designation for the project sites to Central Business District/Special Planning District (C-3-SPD) and High-Rise Residential/Special Planning District (R-5-SPD). C-3-SPD and R-5-SPD are located within the Sacramento Railyards Special Planning District (SPD).

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

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

The R-5 zone is intended to permit dwellings, institutions, and limited commercial goods and services serving the surrounding neighborhood.

Comparative Impacts Discussion

Construction and operation of digital billboards at the proposed locations would not divide a community or be incompatible with existing or planned adjacent land uses. The proposed digital billboard sites are undeveloped parcels that do not adjoin established communities and would be oriented to not be prominently visible from existing residential uses. Land use conditions near the proposed digital billboard sites are similar to land uses surrounding the site previously analyzed in the 2016 RSPU SEIR, as those areas have remained undeveloped. Thus, similar to the findings of the 2016 RSPU SEIR, the incorporation of the Railyards District Signage Program into the proposed project would not result in significant impacts relating to land use. Given these considerations, the Proposed Project would not result in new or substantially more severe significant impacts related to land use during either construction or operation. Accordingly, the analysis of land use and planning presented in the 2016 RSPU SEIR remains applicable and adequate, with no new or additional mitigation measures required.

Aesthetics

Relevant Changes to Project Related to Aesthetics

The 2016 RSPU SEIR evaluated the potential environmental effects resulting from buildout of the RSPU and development of the KP Medical Center Project, MLS Stadium Project, and stormwater outfall, which included a conceptual site layout that placed proposed structures and development across the project site. The 2016 RSPU SEIR identified that the RSPU provides for digital billboards within the RSP Area (see page 2016 RSPU SEIR page 4.1-33), but it did not specifically identify the five digital billboard sites within the RSP Area that would be constructed and operated under the Proposed Project. However, the 2016 RSPU SEIR specifically evaluated the inclusion of digital signage for the MLS Stadium Project and included Mitigation Measure 4.1-3(b)ii, which establishes specific requirements for light emitting diode (LED) lighting for the stadium. The measure requires that, for exterior LED lighting, all light emitting diodes used within the integral electronic display shall have a horizontal beam spread of a maximum 165 degrees wide and 65 degrees vertically and shall be oriented downwards to the plaza/street rather than upwards.

Relevant Changes to Environmental Setting

Land uses on the project sites, which is a subset of the RSP Area analyzed in the 2016 RSPU SEIR, have evolved as remediation activities and individual projects within the RSP Area have progressed. These include completion of several detention basins and the Stormwater Outfall Project, continued progressive construction of public roads within the RSP Area, the completion of the Wong Center residential development on 7th Street south of the UPRR tracks, and completion of the AJ Apartments project, at the corner of Railyards Boulevard and 7th Street, and the Sacramento County Courthouse in the southern part of the RSP Area, on the block bounded by 5th, 6th, G, and H Streets.

Comparative Impacts Discussion

Digital billboards rely on LED technology to display colorful, changing messages on a display screen. The digital billboards proposed as part of the Project would have one or two screens, oriented to be visible from vehicles traveling on nearby freeway and roadway segments. The brightness of the LED display would be subject to automated adjustment based on ambient conditions and can be further lowered by digital billboard operators. The display would be brighter in the daytime than in darkness and would respond to changes in the ambient light conditions. The proposed digital billboards, including the LED billboard faces and the pole structures, would not be constructed of reflective surfaces. Restrictions on digital billboards imposed and enforced by Caltrans preclude lighting that would be directed at motorists that is so directed or intense that it could temporarily blind or confuse drivers or create conditions that make recognition of the roadway or official signage difficult. These controls effectively regulate light and the potential for the creation of glare to ensure that the operation of any digital billboard does not create a substantial new source of light or glare. The City of Sacramento regulates digital signage through its Sign Regulations (Chapter 15.148 of the Municipal Code) and other related ordinances. Key requirements include restrictions on animation, brightness, and size, as well as provisions for special sign districts and digital billboards.

As discussed in 2016 RSPU SEIR Section 4.1, Aesthetics, Light, and Glare, implementation of the proposed RSPU would create a series of visual changes to the RSP Area, changing it from an undeveloped, vacant former industrial site to an urbanized extension of downtown Sacramento, and a visual transition from the CBD to the lower-scale more industrial visual character of the River District. The analysis identified that all projects in the RSP Area would be subject to the City's Site Plan and Design Review and/or Preservation Review permit process. The analysis identified that RSPU projects would alter their sites from existing conditions, but in ways that would be largely consistent with the policy direction of relevant plans, policies, and guidelines. Thus, the analysis concludes that the effects of the proposed RSPU on visual quality, character, and views would be a less-than-significant impact.

With regard to lighting impacts, the 2016 RSPU SEIR identified that implementation of the proposed RSPU would result in an increase in ambient light in the project area. The analysis identified that, because the surrounding areas, including the CBD, Alkali Flat, and the River District, are already urbanized and subject to substantial amounts of existing nighttime ambient light, the increase in such light attributable to the proposed RSPU would not significantly affect nighttime views of the sky (ability to see the stars), because such views are already limited in city settings. However, the analysis identified that RSPU project lighting and signage could result in brightly illuminated surfaces that 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. The analysis determined that this increased visibility could disturb or distract individuals observing the area from homes, offices, automobiles, or while walking as pedestrians on streets in Alkali Flat or other nearby neighborhoods. The analysis concluded that implementation of Mitigation Measure 4.1-3(a) would reduce potential RSPU lighting impacts to surrounding areas through appropriate site design and configuration. This measure requires that all exterior lighting and advertising (including signage) east of 6th Street 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. The measure requires that light structures for surface parking areas, vehicular access ways, and walkways shall not exceed a height of 25 feet, and monument lighting and night-lit signage is prohibited on building facades that face existing residential neighborhoods. The measure also requires that, 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. Finally, the measure requires that landscape illumination and exterior billboard lighting shall follow the City Code.

The 2016 RSPU SEIR also included Mitigation Measure 4.1-3(b) to address potential lighting impacts specific to the proposed MLS Stadium. However, notwithstanding the implementation of these measures, the analysis concluded that development of the proposed MLS Stadium on a site that is currently vacant and dark would result in a substantial change in the existing environment, and the lighting impact specifically associated with the proposed MLS Stadium would remain significant and unavoidable. For the remainder of the RSPU, the analysis determined that review and approval of the proposed lighting plan through the City's Site Plan and Design Review

process as specified in Mitigation Measure 4.1-3(a) would ensure that spillover lighting would be reduced and potential to create light pollution disturbances to adjacent uses would be minimized.

With regard to glare impacts, the 2016 RSPU SEIR identified that implementation of the proposed RSPU could result in the construction of numerous new structures within the RSP Area. Development pursuant to the proposed RSPU would be undertaken by developers and builders based on architectural designs unique to the specific proposed site and use. The analysis noted that while it was presently unknown what materials would be used to construct and clad individual structures, the Railyards Design Guidelines incorporates measures designed to avoid glare. However, the analysis determined that, because the details of construction materials to be used on future buildings developed pursuant to the proposed RSPU are unknown, it is possible that the cladding of future buildings could cause substantial increases in the amount of glare in the project area if the surfaces of structures are highly reflective, and this was considered a potentially significant impact. The analysis concluded that implementation of Mitigation Measure 4.1-4, which would substantially lessen and avoid potential glare impacts by limiting the permitted construction materials of new buildings to non-reflective materials, the impact would be reduced to a less-than-significant level.

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. As discussed below, the Proposed Project would be subject to these same requirements. Consequently, as compared to the 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 aesthetics, light, and glare or result in significant impacts that are substantially more severe than impacts previously disclosed.

West and East Freeway-Oriented Digital Billboards (Locations 1 and 2)

The West and East Freeway-Oriented Digital Billboards would be located in the Riverfront District of the RSP Area (see Figure 1). The West Freeway-Oriented Digital Billboards site is undeveloped and is located immediately west of the elevated southbound I-5. Jibboom Street and the Sacramento River are located immediately west of the site. The East Freeway-Oriented Digital Billboards site is undeveloped and is located immediately east of the elevated northbound I-5. Both billboards would be constructed as a dual-faced, landscape-oriented billboards. The billboard structures would extend approximately 100 feet above ground level, and the digital faces of the billboards would have a height of 25 feet and a width of 48 feet and would be mounted with their lowest point at 75 feet above ground level. The height and angle of the billboards would be designed to be seen from straight on by drivers in cars on northbound and southbound I-5 as vehicles pass the digital billboard locations. The type of digital billboard faces installed at those locations would have louvers separating rows of pixels that would limit the vertical angle of visibility to approximately 65 degrees and the horizontal angle of visibility to approximately 165 degrees. Billboard brightness is diminishing at increasing angles from perpendicular to the face of the digital billboard, which is the intended viewing angle. The

proposed digital billboards would be oriented to have an intended viewing angle of vehicles traveling on the elevated section of I-5. The billboards would operate between 18-24 hours a day.

While the West and East Freeway-Oriented Digital Billboards would temporarily obscure views of buildings in downtown Sacramento as drivers travel past the digital billboards on southbound I-5, General Plan policies do not specifically require the unobstructed protection of views toward downtown. Sacramento 2040 General Plan policy LUP-8.4 requires the City to ensure that public improvements and private development work together to enhance the sense of entry at key gateways to the city. As noted on page 3-5 of the 2040 General Plan Land Use and Placemaking Element, identifying and promoting well-designed gateways into Sacramento, such as on highways into the City, at the Sacramento Valley Station, and other points of entry, can help to enhance the sense of place. Utilizing public art, signage, trees and landscaping, and buildings that define space can all help to define gateways and provide welcoming visual cues of arrival.

Although the Proposed Project would add two new digital billboards near a gateway to the RSP Area, the addition of these billboards would not substantially degrade the visual character or quality of the site or surrounding areas or result in adverse light or glare. 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. As previously noted, the Proposed Project would be subject to these same requirements. In addition, the West and East Freeway-Oriented Digital Billboards would be subject to the aforementioned regulations on digital billboards imposed and enforced by Caltrans to preclude lighting that would be directed at motorists that is so directed or intense that it could temporarily blind or confuse drivers or create conditions that make recognition of the roadway or official signage difficult. Consequently, as compared to the 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 aesthetics, light, and glare or result in significant impacts that are substantially more severe than impacts previously disclosed.

South Surface Street Digital Gateway Billboard (Location 3)

The South Surface Street Digital Gateway Billboard site is located in the Depot District of the RSP Area immediately north of F Street between 5th and 6th streets (see Figure 1). The site is currently undeveloped and flanked on the west and east by elevated segments of 5th and 6th streets, respectively. The UPRR tracks are located immediately north of the site, and a lot that currently serves as a construction staging and support area is located immediately south of the site. The South Surface Street Digital Gateway Billboard would be constructed as a dual-faced, landscape-oriented billboard. The billboard structure would extend approximately 65 feet above ground level, and the digital faces of the billboard would have a height of 14 feet and a width of 48 feet. The height and angle of the sign would be designed to be seen from straight on by travelers on 5th and 6th streets as they pass the digital billboard location and from other nearby locations. The billboard would operate 18 hours a day.

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. As previously noted, the Proposed Project would be subject to these same requirements, and adherence to these requirements would ensure that the addition of the South Surface Street Digital Gateway Billboard would not substantially degrade the visual character or quality of the site or surrounding areas or result in adverse light or glare. Consequently, as compared to the 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 aesthetics, light, and glare or result in significant impacts that are substantially more severe than impacts previously disclosed.

North Surface Street Digital Gateway Billboard (Location 4)

The North Surface Street Digital Gateway Billboard site is located in the East End District of the RSP Area on 7th Street immediately south of North B Street (see Figure 1). The site is currently undeveloped, with office and commercial uses in the River District located to the north across North B Street. The North Surface Street Digital Gateway Billboard would be constructed as a single-faced, landscape-oriented billboard that would face north. The billboard structure would extend approximately 45 feet above ground level, and the digital face of the billboard would have a height of 10.5 feet and a width of 36 feet. The height and angle of this north-facing billboard would be designed to be seen primarily from travelers entering the northern portion of RSP Area on 7th Street, and the billboard would not project light onto future RSP residential uses or other light-sensitive uses located south of the billboard. The billboard would operate 18 hours a day.

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. As previously noted, the Proposed Project would be subject to these same requirements and adherence to these requirements would ensure that the addition of the North Surface Street Digital Gateway Billboard would not substantially degrade the visual character or quality of the site or surrounding areas or result in adverse light or glare. Consequently, as compared to the 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 aesthetics, light, and glare or result in significant impacts that are substantially more severe than impacts previously disclosed.

Central Location Digital Billboard (Location 5)

The Central Location Digital Billboard site is located in the West End District of the RSP Area at the intersection of Stanford and Stevens streets (see Figure 1). The site is currently undeveloped and is located immediately east and north of the historic Central Shops buildings in the Central Shops District of the RSP Area and is located outside the Central Shops Historic District.

The Central Location Digital Billboard would be constructed as a tri-faced, portrait-oriented billboard, similar to the design and size of the previously approved digital Billboard in the

southern end of the Central Shops Plaza, which would be replaced by the proposed digital billboard. The billboard structure would extend approximately 45 feet above ground level, and the digital face of the billboard would have a height of 36 feet and a width of 10.5 feet. The height and angle of the billboard would be designed to be seen primarily from travelers and pedestrians in the vicinity of the billboard. The billboard would operate 18 hours a day.

While the tri-faced Central Location Digital Billboard would be a prominent illuminated feature visible to pedestrians and occupants of vehicles in its vicinity, the billboard would be shielded from view from areas outside of its vicinity by intervening buildings and structures. Moreover, the digital billboard would be consistent with the vibrant urban atmosphere envisioned for this area in the RSPU.

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. As previously noted, the Proposed Project would be subject to these same requirements and adherence to these requirements would ensure that the addition of the Central Location Digital Billboard would not substantially degrade the visual character or quality of the site or surrounding areas or result in adverse light or glare. Consequently, as compared to the 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 aesthetics, light, and glare or result in significant impacts that are substantially more severe than impacts previously disclosed.

Biological Resources

Relevant Changes to Project Related to Biological Resources

The 2016 RSPU SEIR evaluated potential biological resources effects resulting from buildout of the RSPU and development of the KP Medical Center Project, MLS Stadium Project, and stormwater outfall, which included a conceptual site layout that placed proposed structures and development across the project site. Relevant to biological resources, the area of development remains the same as was analyzed in the 2016 RSPU SEIR.

Relevant Changes to Environmental Setting

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

Land uses and habitat on the project sites, which is a subset of the RSP Area analyzed in the 2016 RSPU SEIR, have evolved over time as remediation activities and individual projects within the

RSP Area have progressed. These include completion of several detention basins and the Stormwater Outfall Project, continued progressive construction of public roads within the RSP Area, the construction of the Wong Center residential development on Lots 46 on the west side of 7th Street south of the UPRR tracks, construction of the AJ Apartments project on Lot 48 at the southwest corner of Railyards Boulevard and 7th Street, and the Sacramento County Courthouse on Lot 41bounded by 5th, 6th, G, and H Streets.

All remaining parcels have remained undeveloped since the certification of the 2016 RSPU SEIR. However, site modification has taken place including grading, ongoing remediation activities and site preparation. Further, the KP Railyards Medical Center project has broken ground on Lot 2 with additional staging taking place on Lots 58 and 59. In addition, site work at the Sacramento Republic FC Stadium site has commenced. Land uses outside of the RSP Area have also undergone change since certification of the 2016 RSPU SEIR. To the north of the RSP Area, the large May Lee State Office Complex has been constructed on the site of the former State Printing Plant along North 7th Street between North B Street and Richards Boulevard, activating a less densely developed area with increased human activity that will further increase when the complex becomes fully operational. To the northwest of the project site, along Sacramento River, the SMUD Museum of Science and Curiosity was developed in a long-vacant former powerhouse structure, placing further development and human activity along the Sacramento River waterfront west of Jibboom Street and I-5. With the exception of the development described above, the remaining RSP Area remains in the same condition as was analyzed in the 2016 RSPU SEIR.

Comparative Impacts Discussion

The 2016 RSPU EIR determined that the following special-status species have medium to high potential to occur in the upland habitat in the RSP Area: Swainson's hawk (*Buteo swainsoni*); white-tailed kite (*Elanus leucurus*); purple martin (*Progne subis*); valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*; VELB); and special-status bat species (pallid bat [*Antrozous pallidus*], western red bat [*Lasiurus blossevillii*], hoary bat [*Lasiurus cinereus*], and Yuma myotis [*Myotis yumanensis*]).[1] These species and associated habitats are discussed further below.

Swainson's Hawk Foraging Habitat

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

[1] 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.

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

The 2016 RSPU SEIR determined that development of the RSP Area could result in a potentially significant impact to nesting Swainson's hawks, other raptors, and other protected nesting birds as a result of loss of nest sites through vegetation removal, as well as disturbances from construction noise.[2] As the Proposed Project would be develop within a portion of the proposed development analyzed in the 2016 RSPU SEIR, Mitigation Measure 4.3-2(a) 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. These actions would reduce impacts to nesting Swainson's hawk, other raptors, and nesting birds to a less-than-significant level.

Purple Martin

The 2016 RSPU SEIR concluded that the purple martin colony located under the I Street Bridge could be physically impacted by development on parcels near the I Street Bridge, primarily on Block 35. The portions of the I Street Bridge where the purple martin colony currently nests would not be physically impacted or removed by implementation of the RSPU. However, while purple martins are known to have a high tolerance to human disturbance, the amount of disturbance from nearby project-related construction activity, primarily on Block 35, could result in nest abandonment, loss of young, reduced health and vigor of eggs and/or nestlings, ultimately resulting in reduced survival rates.

The nearest digital billboard locations to the known purple martin colony are the East and West Freeway-Oriented Digital Billboards (Locations 1 and 2), which would be located at Lots 8a and 33c, as depicted in the Proposed RSPU Land Use diagram (Figure 2-7) in Chapter 2 of the 2016 RSPU SEIR. Both sites are located beyond the 50-foot area of disturbance from the known purple martin colony and would not be anticipated to have construction impacts that would have an adverse impact on the purple martin nesting. Further, the proposed digital billboards would not contain weep holes or suitable crevices for purple martins to nest within, and construction of the digital billboards would not remove purple martin nests. Therefore, the project would have a less-than-significant impact to purple martin nesting.

Special Status Fish Species

The 2016 RSPU SEIR analyzed the potential for project-level impacts to special status fish species from buildout of the RSPU.[3] The SEIR also analyzed the potential for project-level impacts to fish migration, which is discussed in the Migratory Corridors discussion below. The City determined that the implementation of the RSPU 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 City determined that each of these potentially adverse effects would be avoided through compliance with existing regulations which reduce the potential for pollutant and sediment runoff during construction, resulting in a less than significant impact. The Proposed Project would be subject to

2 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.

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

the same regulations, which would similarly minimize such impacts to a less-than-significant level. No mitigation would be required.

Valley Elderberry Longhorn Beetle

The 2016 RSPU SEIR determined that development in the RSP Area could result in potentially significant impacts to valley elderberry longhorn beetle (VELB) through removal of elderberry shrubs, or construction within 100 feet of an elderberry shrub. The Proposed Project sites were not identified in the SEIR as being located within 150 feet of an elderberry shrub adjacent to the I-5 northern bridge abutment, which would be the closest elderberry shrub to the proposed digital billboard sites. Thus, similar to the conclusion in the SEIR, the Proposed Project would have no impact on VELB.

Western Pond Turtle

The 2016 RSPU SEIR identified that the upland areas of the RSPU area, where the proposed digital billboards would be located, do not constitute habitat for western pond turtle.[4] Therefore, the Proposed Project would have no impact to western pond turtle.

Bats and Bat Maternity

The 2016 RSPU SEIR determined that portion of the RSP area may support habitat for CSC pallid bat (cavity-roosting) and the hoary bat (foliage-roosting). Of relevance to the proposed digital billboard sites, potentially suitable roosting habitat is present under the elevated structure of I-5 and within the mature riparian trees along the Sacramento River.[5] Construction activities within 50 feet to a maternity colony could result in disturbance or abandonment of the roost site.[6] The proposed East Freeway-Oriented Digital Billboard (Location 2) would be located approximately, 90 feet from the elevated structure of I-5 and would be outside of the identified disturbance area. However, the West Freeway-Oriented Digital Billboard (Location 1) would be within the disturbance area and construction of that billboard would have the potential to have an adverse effect on hoary bat. The 2016 RSPU EIR provided Mitigation Measure 4.3-6, which provides actions that would minimize potential adverse effects to bat species to a less-than-significant level. One such action includes pre-construction surveys for roost sites prior to construction activities within 100 feet of I-5. Mitigation Measure 4.3-6 would be implemented for Locations 1 and 2, the implementation of which would reduce impacts to bat species to less than significant.

Sensitive Habitat

The 2016 RSPU SEIR concluded that buildout of the RSPU would include construction of the Stormwater Outfall, as a component, which would require the placement of fill below the ordinary high-water mark of the Sacramento River, determining buildout of the RSPU to constitute a significant impact to sensitive habitats. Implementation of Mitigation Measure 4.3-7 would mitigate impacts to the Sacramento River and riparian habitat within the RSP Area,

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

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

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

specifically, the proposed Stormwater Outfall site. As the Stormwater Outfall project is now complete, and Mitigation Measure 4.3-7 has been satisfied, ongoing buildout of the RSP area would not have new significant impacts to sensitive habitat. Thus, the Proposed Project would have no impact to sensitive habitat.

Migratory Corridors

The 2016 RSPU SEIR determined that the upland portions of the RSP Area, which include the project site, do not serve as significant wildlife corridors or linkages for special-status terrestrial species.[7] The project sites for the Proposed Project is the same as was analyzed in the 2016 RSPU SEIR and continues to not serve as a significant wildlife corridor for special-status species. As described in the 2016 RSPU SEIR, the impact to terrestrial corridors from the Proposed Project would be less than significant.

The 2016 RSPU SEIR determined that development within the RSP Area associated with the RSPU would result in increases in artificial ambient lighting conditions from landscape lighting, nighttime vehicle traffic, and high-rise buildings in the portion of the RSP area to the west of I-5 that could spill over onto the Sacramento River. Increases in artificial ambient light could interfere with the movement of migratory fish species within the Sacramento River by creating artificial visual conditions and/or increase predation opportunities for non- native predatory fish species. Therefore, the impact to migratory fish from increased light spillover from development of the RSPU would be potentially significant. The 2016 RSPU provided Mitigation Measure 4.3-8, which would require the applicant to reduce spillover lighting from proposed development onto the River through implementing a series of measures that would reduce spillover light. The RSPU SEIR determined that Mitigation Measure 4.3-8 would be sufficient to reduce spillover light to less than significant levels.

The proposed project would develop the West Freeway-Oriented Digital Billboard (Location 1) on the west side of I-5, which is an area within which development pursuant to implementation of the RSPU may have the potential to result in spillover light onto the Sacramento River. A light study was conducted by the manufacturer of the proposed digital billboards to evaluate the light impacts from the West Freeway-Oriented Digital Billboard (see **Attachment 1**). The study determined that based on the proposed orientation of the north-facing digital billboard and height at which the billboard would be mounted, potential ambient light impacts at the river surface would be approximately 0.11 footcandles at their maximum which would be indistinguishable from existing urban ambient light already impacting the river surface. Similarly, the south-facing billboard face at that location would have light impacts maximizing at approximately 0.02 footcandles at the most impacted point of the river. Therefore, the proposed project would have a less than significant effect on migratory fish, similar to the conclusions of the 2016 RSPU SEIR, and no mitigation would be required.

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

Protected Trees

The 2016 RSPU SEIR determined that development of the project site could result in potentially significant impacts to trees protected by local policies through disturbance or loss.8 The Proposed Project sites are not known to have protected trees at the proposed locations of the digital billboards. Therefore, the Proposed Project would be anticipated to have no impact to protected trees.

Cultural Resources

Relevant Changes to Project Related to Cultural Resources

The Proposed Project would develop five digital billboards at sites within the RSP Area, which would result in ground disturbing activities for the construction of billboard foundations. The 2016 RSPU SEIR concluded that there are no known historic resources within the areas that contain the proposed digital billboards project sites, with the exception of the proposed Central Location Digital Billboard (Location 5), which would be located immediately east and north outside of the historic Central Shops buildings in the Central Shops District of the RSP Area.[9]

The 2016 RSPU SEIR identified known archaeological sites and areas of archaeological sensitivity, for which the East Freeway-Oriented Digital Billboard (Location 2), South Surface Street Digital Gateway Billboard (Location 3), and Central Location Digital Billboard (Location 5) are located within identified areas of archaeological sensitivity.

Relevant Changes to Environmental Setting

The RSP Area has undergone significant ground-disturbing activities since 2016 due to remediation efforts, during which no prehistoric, significant historic-period or pre-contact archaeological materials were identified. Further, the project applicant has already completed the required archaeological testing plan for the project site, consistent with the requirements of Mitigation Measure 4.4-1(a) through (d). Therefore, it is unlikely that archaeological resources would be encountered during construction of the Proposed Project. However, there remains a possibility of encountering archaeological resources in areas not subjected to deep excavation, and certain construction activities could extend below previous excavation depths, posing a potentially significant impact from the unanticipated discovery of archaeological resources and human remains.

Comparative Impacts Discussion

Historical Resources

Section 4.4, Cultural Resources, of the 2016 RSPU SEIR, evaluated the potential for buildout of the RSPU to result in adverse effects to historical resources, including the Central Shops Historic District, the Water Tower, the I Street Bridge, the Alkali Flat West and North Historic Districts,

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

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

the remnant portion of the Pioneer/Sperry Grain Mill, California State Landmark 780 the First Transcontinental Railroad, and the Sacramento River Levees.

The 2016 SEIR analysis determined that the proposed KP Medical Center, MLS Stadium, and Stormwater Outfall would have no impact on the Central Shops Historic District, the Water Tower, or on the Sacramento Valley Station. The analysis identified that the RSPU would include the anticipated rehabilitation and adaptive reuse of the Southern Pacific Railroad Shops. The Central Shops Historic District is listed as a Historic District in the Sacramento Register. The Central Shops Historic District's designation ordinance, listing it in the Sacramento Register, identifies the significant features and characteristics of the district and its contributing resources. The analysis determined that any proposed new projects that do not comply with the Secretary of the Interior's Rehabilitation Standards could significantly impact the character defining features of the district, could jeopardize its eligibility as an historical resource, and could result in a significant impact to the historic district.

As discussed above, the 2016 RSPU SEIR concluded that there are no known historic resources within the areas that contain the proposed digital billboards project sites, with the exception of the proposed Central Location Digital Billboard (Location 5), which would be located immediately east and north of the historic Central Shops buildings just outside the Central Shops Historic District boundary. The proposed Central Location Digital Billboard would be located outside of the Central Shops Historic District, and thus, the proposed new location[10] of the Central Location Digital Billboard would not result in a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5. On June 28, 2025 the City of Sacramento Preservation Commission passed a motion forwarding a recommendation to City Council to adopt an ordinance amending section 15.148.193 of the Sacramento City Code (Railyards Special Planning District) to allow static digital signage for large entertainment venues within the Sacramento Shops Historic District (M25-009; File ID: 2025-01060). The Railyards Special Sign District (M25-005) & Subdistrict 3 Digital Billboards (M25-010) was adopted by the City Council on December 2, 2025, which replaced City Code section 14.148.193, allowing unique signage that will enhance and strategically activate various locations within the Railyards Special Planning District.

Consequently, as compared to the 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 historical resources or result in significant impacts that are substantially more severe than impacts previously disclosed.

Archaeological Resources and Human Remains

The 2016 RSPU SEIR determined that buildout of the RSPU would include construction involving ground disturbing activities that could disturb or destroy potentially significant buried resources, including human remains, or submerged archaeological sites. The analysis determined that destruction or loss of these resources would potentially result in significant impact. The 2016 RSPU SEIR determined that this impact would be reduced to a less-than-significant level with implementation of Mitigation Measure 4.4 1(a) through (d), which require implementation of pre-

[10] A digital billboard similar in design and concept to the proposed Central Location Digital Billboard was analyzed in the Paint Shop Addendum as being constructed and operated at the southern terminus of the Central Shops Plaza.

construction testing and accidental discovery procedures during construction would lessen anticipated impacts to prehistoric and historic period, including Native American archaeological resources by ensuring that previously unidentified archaeological resources are protected. During construction activities, inadvertent discoveries of submerged resources in the Sacramento River would be protected through the appropriate evaluations of the resource and proper steps to take to preserve or recover the resource.

As discussed above, the East Freeway-Oriented Digital Billboard (Location 2), South Surface Street Digital Gateway Billboard (Location 3), and Central Location Digital Billboard (Location 5) are located within identified areas of archaeological sensitivity. Required adherence to Mitigation Measure 4.4 1(a) through (d) would ensure that impacts related to construction of the digital billboards would be reduced to a less-than-significant level, the same conclusion as made in the 2016 RSPU SEIR.

Consequently, as compared to the 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 archaeological resources or human remains or result in significant impacts that are substantially more severe than impacts previously disclosed.

Paleontological Resources

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

Pursuant to the City of Sacramento 2040 General Plan Master EIR (Geology, Soils, Mineral Resources, page, and Paleontological Resources 4.7-9), the City of Sacramento is not highly sensitive for paleontological resources due to the absence of fossil-bearing soils and rock formations.[11] Most of the RSP Area has been excavated and filled. Artificial fills, surface soils, and high-grade metamorphic rocks do not contain paleontological resources. While such materials were originally derived from rocks, they have been altered, weathered, or reworked such that the discovery of intact fossils would be rare. Therefore, there is little potential for the project sites to contain paleontological resources.

Nevertheless, the 2016 RSPU SEIR recognized that unanticipated discovery of paleontological resources could occur during 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.[12] Similar to the conclusion in the SEIR analysis, implementation of Mitigation Measure 4.4-7 would limit

[11] 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.

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

impacts from the Proposed Project to previously undiscovered paleontological resources to less than significant.

Consequently, as compared to the 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 paleontological resources or result in significant impacts that are substantially more severe than impacts previously disclosed.

Environmental Determination

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

As documented in the discussions above, the Proposed Project would not result in substantial changes which would require major revisions to the 2016 RSPU SEIR, nor have any substantial changes occurred with respect to the circumstances under which the Proposed Project is undertaken, 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 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 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 Project. The Proposed 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
Location 1 Light Study

09/10/25

LIGHTING STUDY

Watchfire Signs has been manufacturing outdoor electric signs since 1932 and LED signs since 1996. Currently, we have more than 60,000 LED signs in operation worldwide.

History of Optical Measurements and Calculations

Outdoor signs using incandescent light bulbs commonly measured illuminance using meters that report brightness in foot-candles. This unit is the standard measurement partly because a light bulb is a source of light that illuminates equally in all directions. LED signs are measured with the same meter even though its light does not illuminate equally in all directions. LED signs are designed to be highly directional, which is an advantage. LEDs allow light to be directed toward an intended audience, rather than dispersed in a wider arc out from the face of the sign.

In the LED industry luminance, or the intensity of visible light, is measured by nits, where one candela per square meter is equal to one nit. However, luminance meters are expensive, difficult to use in the field, and are not ideal for lighting studies commonly used for meeting local permitting requirements. As a result, LED signs are often evaluated using foot-candle measurements.

A foot-candle is the amount of light produced by a single candle when measured from one foot away. For reference, a 100-watt light bulb produces 137 foot-candles from 1 foot away, .0548 foot-candles from 50 feet away, and .0137 foot-candles from 100 feet away.

Watchfire Signs is Compliant with National Lighting Requirements

Watchfire Signs has adopted brightness standards endorsed by both the International Sign Association (ISA) and Outdoor Advertising Association of America (OAAA). These standards were the result of detailed analysis and recommendations for lighting control completed by Dr. Ian Lewin of Lighting Sciences Inc. The studies are based on accepted practices by the Illuminating Engineering Society of North America (IESNA) for evaluating and controlling “light trespass”. Watchfire Signs’ products meet the requirements set forth by both associations, based on these studies and recommendations, which results in lighting impact of no more than 0.3 foot-candles above existing ambient light levels. This requirement to have light levels no more than 0.3 foot-candles above ambient light is also within the El Monte Sign Code. Total foot-candles are dependent on size and distance and can be adjusted as needed. Please see below for the site-specific lighting study and Exhibit A for details surrounding the OAAA lighting standards and practices. In addition to our compliance with OAAA and ISA, these regulations are more conservative than the City of West Covina regulations and California Vehicle Code.

Automatic Brightness Adjustment:

Watchfire’s billboard displays are set to have a maximum daytime brightness level of 7,500 nits and a maximum nighttime brightness level of 300 nits. All Watchfire signs automatically adjust brightness levels using a primary 100-step hardware photocell, with a software photocell backup. The hardware photocell will automatically adjust the sign’s brightness relative to changes in ambient light levels. If the software photocell is used, the sign will automatically adjust brightness based on the longitude and latitude location of the sign. The sign is appropriately dimmed or brightened based around daily sunrise and sunset. For both options, a sign operator can manually decrease the brightness from standard

Night Skies:

All Watchfire signs are designed with night skies in mind. To achieve the best image quality and power efficiency, we are interested in having light reach only the audience. We have implemented technology into our products that prevent them from being brightened in the field after installation and allow for downward adjustment when the impact is too great for a specific area or application. Watchfire has developed specially designed louver panels that not only protect the LEDs from damage but limit the vertical impact of the light output. This technology, coupled with the automated brightness adjustments, limits impact to vertical ambient lighting. Therefore, in accordance with CEC Sections 130.3 and 140.8, 140.7(a)

Title 24 Compliance:

Watchfire displays were the first in the industry to meet the requirements for UL Greenleaf certifications set forth by Title 24 of the California Code of Regulations. A copy of the Certificate of Conformance is available upon request.

Redundancy:

All Watchfire displays have intelligent control with Automated Diagnostics down to individual LED level. In the unlikely event that a lighting control fails, or a sign malfunction, the operator and Watchfire are immediately notified. If necessary, there are protocols in place to have the sign go dark along with hardware installed in each display to allow for remote power control.

Equipment used by Watchfire Signs to Measure Luminance
Foot-candles/Lux - Minolta Illuminance Meter T-10
Nits/candela/sq. m – Minolta Luminance Meter LS-100
Sign Calibration – Minolta CS-1000 Spectra radiometer

The proceeding study uses actual lab measurements made on modules using an illuminance meter. These measurements and extrapolations were then scaled up to the size of the billboard and distance corrections were made using the inverse square law.

SIGN LIGHTING STUDY

Sign Details

Size: 25’ x 48’ Digital Billboard

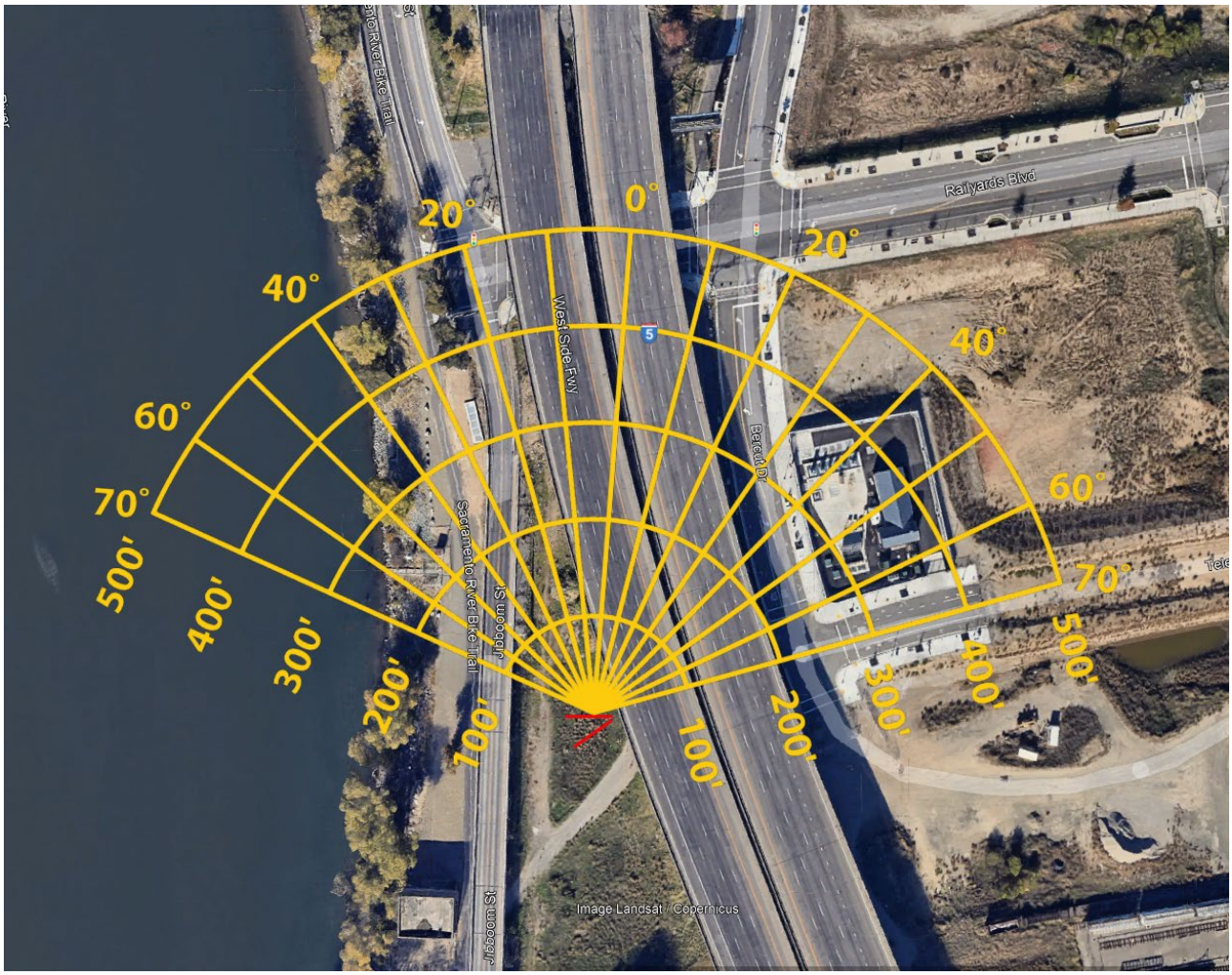
Location: 38.588165 N , 121.504365 W – West side of I-5 between Railyards Blvd. and Jibboom St., Sacramento, CA.

The table below represents a large LED sign, demonstrating the increase in illuminance from the sign during normal night operation. Smaller signs would have less effect than shown below. The values are within the standards of both the ISA and OAAA and indicate that the ambient light broadcast into the surrounding area has minimal effect.

Foot-candles at night under normal operation

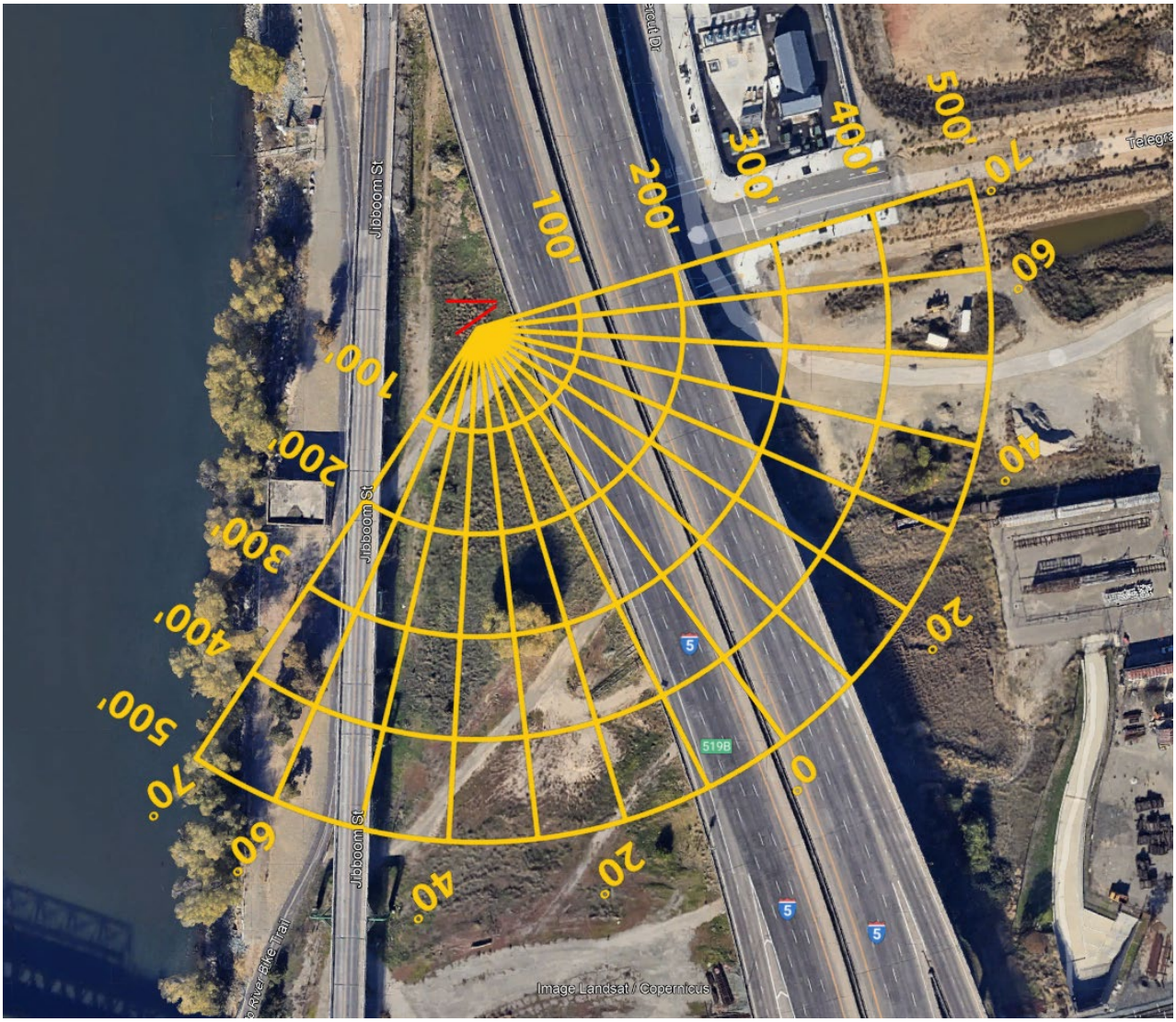
Viewing Area (ft) (H x W)	25	x	48		
Foot-candles at night under normal operation					
	Horizontal Viewing Angle				
Viewing Distance (ft)	**0°**	**20°**	**40°**	**60°**	**70°**
100	1.26	1.16	1.01	0.70	0.43
200	0.31	0.29	0.25	0.18	0.11
300	0.14	0.13	0.11	0.08	0.05
400	0.08	0.07	0.06	0.04	0.03
500	0.05	0.05	0.04	0.03	0.02

Example Broadcast of Light at Distances and Angles: North Face



Conclusion:
Given the above comparisons and measurements, the area will see an almost undetectable difference in ambient light after installation of the digital led billboards. This display will operate within the regulations of the OAAA and local ordinances. The north face will not have any meaningful impact to the surface light of the adjacent river.

Example Broadcast of Light at Distances and Angles: South Face



Conclusion:
Given the above comparisons and measurements, the area will see an almost undetectable difference in ambient light after installation of the digital led billboards. This display will operate within the regulations of the OAAA and local ordinances. The south face will have not measurable impact on surface light to the adjacent river.

Exhibit A: OAAA Lighting Standards

Brightness Criteria

A. OAAA Guidelines: The OAAA recommended brightness criteria for digital billboards is as follows:
   - Light produced by a digital billboard should not exceed 0.3 Footcandles over ambient light levels.
   - Measurement should be taken utilizing a Footcandle meter from the following distances perpendicular to the face of the digital billboard):
     - Posters: 150 feet
     - 10'6x36 Bulletins: 200 feet
     - 14x48 Bulletins: 250 feet
     - 20x60 Bulletins: 350 feet

     The measured distances are based on the average minimum viewing distances for each type of billboard.
   - Digital billboards must have automatic dimming capability.

B. Basis for the Guidelines. These guidelines are based on recommendations by lighting expert Dr. Ian Lewin, Lighting Sciences Inc. (Scottsdale, AZ), in a March, 2008 report to the OAAA. Dr. Lewin developed brightness criteria to meet the following general guidelines:
   - Appropriately Legible Copy. Digital advertising copy is appropriately legible and not overly bright.
   - Simplicity. Provide a guideline that can be easily implemented and enforced. Measurement of the ambient light level of the sign on and off is conducted by a footcandle meter. If the difference in measurements is less than 0.3 footcandles, the digital billboard is in compliance.
   - Established Guidelines. The criteria are based on established scientific methodology and established industry standards from the Illuminating Engineering Society of North America (IESNA) publication TM- 11-00 “light trespass” theory which is an accepted standard in the lighting industry.
   - Flexibility. Ensure proper brightness levels in a variety of lighting environments.

C. Additional Issues/Clarification
   - Automatic Dimming Capability. A digital billboard must be able to automatically adjust as ambient light levels change. An automatic light sensing device (such as photocell or similar technology) should be utilized for adjusting the digital billboard’s brightness. Sunset-sunrise tables and manual methods of controlling brightness are not acceptable as a primary means of controlling brightness.
   - Brightness Measurement Methodology. The brightness standard requires the use of a Footcandle meter (also known as a “Lux meter”; ~$100-1000). A Footcandle meter measures the amount of light arriving at the meter (illuminance), as opposed to an absolute measurement of the amount of light emanating from a light source or light sources (luminance). A Footcandle is a measure of lumens (light rays) that fall on one square foot area; Lux is the metric equivalent of a Footcandle.
     In contrast, a Candela Meter / NIT Gun (~$3,000) measures the amount of light emanating from a specific light source (luminance). A NIT gun measures candelas (a measure of luminance or brightness) per meter squared (also known as “NITS”), which is a measure of the brightness emanating from a specific light source. It excludes ambient light (which may include light from many sources) from the measurement. Standard NIT levels and/or utilization of a NIT gun are not a part of the OAAA recommended brightness guideline.

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