

RESOLUTION NO. 2021-0073

Adopted by the Sacramento City Council

April 6, 2021

A Resolution Adopting an Addendum to the Subsequent Environmental Impact Report for the Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium, & Stormwater Outfall Projects, and Environmental Impact Report for the Central City Specific Plan (M20-013)

BACKGROUND

- A. On November 16, 2016, pursuant to the California Environmental Quality Act (Public Resources Code section 21000 et seq.) ("CEQA") and the CEQA Guidelines (Code of Regulations section 15000 et seq.), the City Council certified the Subsequent Environmental Impact Report ("SEIR"), adopted the Findings of Fact and Statement of Overriding Considerations, and adopted the Mitigation Monitoring Plan ("MMP") for the Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium, & Stormwater Outfall Projects (Resolution No. 2016-0379) (P15-040) (SCH No. 2006032058); inclusive of previously considered environmental documents encompassed in the Railyards Specific Plan EIR certified November 2007 (SCH No. 2006032058), Sacramento Intermodal Transportation Facility Tier 1 and Tier 2 Environmental Assessment and Section 4(f) Evaluation published August 2009, and Addendum to the Railyards Specific Plan EIR certified April 2012 (collectively "Previous Environmental Review").
- B. On April 19, 2018, pursuant to CEQA and the CEQA Guidelines, the City Council certified the Environmental Impact Report ("EIR"), adopted the MMP, Findings of Fact, and Statement of Overriding Considerations for the Central City Specific Plan (Resolution No. 2018-0129) (LR16-006) (SCH No. 2017022048).
- C. The Sacramento Valley Station Area Plan ("Area Plan") is a vision and strategy document that is intended to provide guidance for the long-term transformation of the 31 acres surrounding the Sacramento Valley Station into a regional mobility hub. To support the Area Plan, several amendments to adopted policy documents and regulations are required, including amendments to the Sacramento Railyards Specific Plan, Central City Specific Plan, Railyards Special Planning District, Central City Special Planning, District, Sacramento Railyards Design Guidelines, and the Bicycle Master Plan (collectively the "Project") (M20-013).

- D. On August 20, 2020, the Active Transportation Commission passed a motion supporting the amendments to the Existing and Proposed Facilities Central City Inset map on page 52 of the Bicycle Master Plan (“Master Plan”), and forwarded to City Council a recommendation to approve amending the Mater Plan.
- E. On February 11, 2021, the Planning and Design Commission conducted a public hearing, for which notice was given pursuant to Sacramento City Code chapter 17.812, received and considered evidence concerning the Project, and forwarded to City Council a recommendation to approve the Project.
- F. On April 6, 2021, the City Council conducted a public hearing, for which notice was given pursuant to Sacramento City Code chapter 17.812, received and considered evidence concerning the Project.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

- Section 1. City Council has reviewed and considered the information contained in the previously certified SEIR for the Project (inclusive of Previous Environmental Review), the previously adopted findings of fact and statement of overriding consideration, the addendum, and all oral and documentary evidence received during the hearing on the Project. The City Council has determined that the previously certified SEIR (inclusive of Previous Environmental Review) and the addendum constitute an adequate, accurate, objective, and complete review of the proposed Project and finds that no additional environmental review is required based on the reasons set forth below:
 - A. No substantial changes are proposed by the Project that will require major revisions of the previously certified SEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
 - B. No substantial changes have occurred with respect to the circumstances under which the Project will be undertaken which will require major revisions to the previously certified SEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
 - C. No new information of substantial importance has been found that shows any of the following:
 - 1. The Project will have one or more significant effects not discussed in the previously certified SEIR that have not been reduced to a less-than- significant level by feasible mitigation;

2. Significant effects previously examined will be substantially more severe than shown in the previously certified SEIR;
3. Mitigation measures previously found to be infeasible would in fact be feasible and would substantially reduce one or more significant effects of the Project; or
4. Mitigation measures which are considerably different from those analyzed in the previously certified SEIR would substantially reduce one or more significant effects on the environment.

Section 2. Based on its review of the previously certified SEIR for the Project, the previously adopted findings of fact and statement of overriding consideration, the addendum, and all oral and documentary evidence received during the hearing on the Project, the City Council finds that the SEIR and addendum reflect the City Council's independent judgment and analysis, and approves the addendum for the Project.

Section 3. Pursuant to CEQA section 21081.6 and CEQA Guidelines section 15091, and in support of its approval of the Project, the City Council adopts the Sacramento Valley Station Area Plan Mitigation Monitoring Plan ("Area Plan MMP") to require all reasonably feasible mitigation measures be implemented by means of the Project's conditions, agreements, or other measures, as set forth in the Area Plan MMP, attached as Exhibit B of this resolution. In case of conflict between the Area Plan MMP and the mitigation measures described in Exhibit A, the Addendum shall control.

Section 4. The Area Plan MMP is adopted for the Project, and the mitigation measures shall be implemented and monitored as set forth in the program, based on the following findings of fact:

- A. The Area Plan MMP has been adopted and implemented as part of the Project;
- B. The Area Plan MMP satisfies the requirements of CEQA section 21081.6 and CEQA Guidelines section 15091.

Section 5. The City Manager, or City Manager's designee, shall file or cause to be filed a Notice of Determination with the Sacramento County Clerk and, if the project requires a discretionary approval from any state agency, with the Governor's Office of Planning and Research, pursuant to Public Resources Code section 21152(a).

Section 6. Pursuant to CEQA section 15091(e), the documents and other materials that constitute the record of proceedings upon which the City Council has based its decision are located in and may be obtained from, the Office of the City Clerk at 915 I Street, Sacramento, California. The City Clerk is the custodian of records for all matters before the City Council.

Section 7. Exhibits A and B are part of this resolution.

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Exhibit A - Resolution No. 2016-0379 Certifying the SEIR and Adopting the MMP, Findings of Fact and Statement of Overriding Considerations for the Sacramento Railyards Specific Plan Update, KP Medical Center, MLS Stadium, & Stormwater Outfall Projects

Exhibit B - Sacramento Valley Station Area Plan Mitigation Monitoring Plan

Adopted by the City of Sacramento City Council on April 6, 2021 by the following vote:

Ayes: Members Ashby, Guerra, Harris, Jennings, Loloee, Schenirer, Valenzuela, Vang, and Mayor Steinberg

Noes: None

Abstain: None

Absent: None

Attest: **Mindy Cuppy** Digitally signed by Mindy Cuppy
Date: 2021.04.20 20:16:05 -07'00'

Mindy Cuppy, City Clerk

The presence of an electronic signature certifies that the foregoing is a true and correct copy as approved by the Sacramento City Council.

**TABLE 4-1
SACRAMENTO RAILYARDS SPECIFIC PLAN UPDATE, KP MEDICAL CENTER, MLS STADIUM, & STORMWATER OUTFALL MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
4.1 Aesthetics, Light, and Glare						
4.1-1: The implementation of the RSPU, including the potential development of large-floor plate and high-rise buildings in the RSP Area east of I-5, could alter public views.	4.1-1 <i>Within Lot 46, the maximum street-wall height for structures facing 7th Street shall be 35 feet in height.</i>	Incorporate street-wall height requirements into design for structures facing 7 th Street	RSPU	Project applicant	Prior to approval of site plan and design review	City of Sacramento Community Development Department
4.1-2: The potential development of high-rise buildings adjacent to the riverfront could conflict with the character of the riverfront between Old Sacramento and the Jibboom Street Bridge.	4.1-2 <i>For development within the allowable footprints on Lot 35, the following base height, bulk and massing requirements shall be added to the RSPU Design Guidelines and enforced through the SPD and the City's Site Plan and Design Review permit process:</i> <ul style="list-style-type: none"> On the southern development lot, any portion of a building within 80 feet of the required setback from the riverbank shall be no greater than 35 feet in height. 	Incorporate requirements for base height, bulk and massing for Lot 35, as described in Mitigation Measure 4.1-2.	RSPU	Project applicant	Prior to approval of site plan and design review	City of Sacramento Community Development Department
4.1-3: The proposed projects could create substantial new sources of light.	4.1-3(a) <i>i. East of 6th Street, all exterior lighting and advertising (including signage) shall be directed onto the specific location intended for illumination (e.g., parking lots, driveways, and walkways) and shielded away from adjacent properties and public rights-of-way to minimize light spillover onto adjacent areas. Light structures for surface parking areas, vehicular access ways, and walkways shall not exceed a height of 25 feet. Monument lighting and night-lit signage is prohibited on building facades that face existing residential neighborhoods.</i> <i>ii. Prior to issuance of a Site Plan and Design Review Permit for each specific development project, the applicant shall submit a lighting plan to the Development Services Department for review and approval. The plan shall specify the lighting type and placement to ensure that the effects of security and other outdoor lighting are minimized on adjacent uses and do not create spillover effects.</i> <i>iii. Landscape illumination and exterior sign lighting shall follow the City Code.</i>	Identify light fixtures to be used on Construction Plans and demonstrate that the fixtures minimize spill over. Prepare and submit lighting plan to the City of Sacramento Development Services Department Demonstrate that lighting plan complies with City Code	RSPU, MLS RSPU, MLS RSPU, MLS	Project applicant Project applicant Project applicant	Prior to approval of site plan and design review for applicable projects Prior to approval of site plan and design review of each applicable development project Prior to approval of site plan and design review of each applicable development project	City of Sacramento Community Development Department City of Sacramento Community Development Department City of Sacramento Community Development Department
	4.1-3(b) <i>i. The project applicant shall require construction contractors to ensure that all lighting related to construction activities shall be shielded or directed to restrict any direct illumination onto property located outside of the Stadium project site boundaries that is improved with light-sensitive uses.</i> <i>ii. Prior to issuance of a building permit, the project applicant shall submit to the Community Development Department a signage and lighting design plan for the Stadium which establishes lighting design standards and guidelines. The lighting design plan shall, at a minimum:</i> <ul style="list-style-type: none"> Require exterior lighting included within the Stadium to incorporate fixtures and light sources that focus light on-site to minimize spillover light; 	Identify light fixtures to be used on Construction Plans and demonstrate that the fixtures minimize spill over. Prepare and submit signage and lighting design plan to the City of Sacramento Community Development Department, consistent with the requirements described in Mitigation Measure 4.1-3(b).	MLS MLS	Project applicant Project applicant	Prior to approval of site plan and design review Prior to issuance of building permit	City of Sacramento Community Development Department City of Sacramento Community Development Department

RSPU = Railyards Specific Plan Update; KPNC = Kaiser Permanente Medical Center; MLS = Major League Soccer Stadium; SO = Stormwater Outfall

Sacramento Railyards Specific Plan Update
KP Medical Center, MLS Stadium, & Stormwater Outfall
Final Design and Construction Report

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	<ul style="list-style-type: none"> - Ensure that project lighting shall not cause more than two foot-candles of lighting intensity or direct glare from the light source at any residential property. This would preclude substantial spillover light from bright lighting sources; and - Require that for exterior LED lighting, all light emitting diodes used within the integral electronic display shall have a horizontal beam spread of maximum 165 degrees wide and 65 degrees vertically, and shall be oriented downwards to the plaza/street, rather than upwards. 					
	<ul style="list-style-type: none"> iii. Prior to issuance of a building permit for the Stadium signage displays, the project applicant shall retain a lighting design expert who shall develop plans and specifications for the proposed lighting displays, establish maximum luminance levels for the displays, and install and test the displays to insure compliance with all City lighting regulations and these mitigation measures. 	Design and test lighting and signage to comply with City Code	MLS	Project applicant	Prior to issuance of building permit	City of Sacramento Community Development Department
	<ul style="list-style-type: none"> iv. The project applicant shall comply with City Code Section 8.072.010, which establishes regulations regarding the use of searchlights. 	Comply with City Code Section 8.072.010 regarding use of searchlights	MLS	Project applicant	During events/operation	City of Sacramento Community Development Department
4.1-4: The proposed projects could create a new source of glare.	4.1-4 <i>Highly reflective mirrored glass walls shall not be used as a primary building material (no more than 35 percent) for building facades adjacent to major roadways. Instead, low emission (Low-E) glass shall be used in order to reduce the reflective qualities of the building, while maintaining energy efficiency.</i>	Include low emission (Low-E) glass specifications on Construction Plans.	RSPU	Project applicant	Prior to site plan and design review	City of Sacramento Community Development Department
4.1-6: The proposed projects could cause an introduction of building height and mass that conflicts with the character of the Sacramento River riverfront between Old Sacramento and Discovery Park.	4.1-6 <i>Implement Mitigation Measure 4.1-2.</i>	See Mitigation Measure 4.1-2	See Mitigation Measure 4.1-2	See Mitigation Measure 4.1-2	See Mitigation Measure 4.1-2	See Mitigation Measure 4.1-2
4.1-8: The proposed projects could contribute to cumulative sources of glare.	4.1-8 <i>Implement Mitigation Measure 4.1-4.</i>	See Mitigation Measure 4.1-8	See Mitigation Measure 4.1-8	See Mitigation Measure 4.1-8	See Mitigation Measure 4.1-8	See Mitigation Measure 4.1-8
4.2 Air Quality						
4.2-2: Construction of the Proposed Project would result in short-term emissions of NOx, PM10 and PM2.5.	4.2-2(a) <i>City approval of any grading or improvement plans shall include the following SMAQMD Basic Construction Emission Control Practices:</i> <ul style="list-style-type: none"> • All exposed surfaces shall be watered two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. • Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways shall be covered. 	Include construction site and equipment specifications identified in Mitigation Measure 4.2-2(a) on Grading and Construction Plans.	RSPU, KPMC, MLS, SO	Project applicant	Prior to issuance of demolition or grading permit	City of Sacramento Community Development Department, Sacramento Metropolitan Air Quality Management District (SMAQMD)

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	<ul style="list-style-type: none"> Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited. Limit vehicle speeds on unpaved roads to 15 miles per hour. All roadways, driveways, sidewalks, parking lots shall be paved as soon as possible. In addition, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site. Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment shall be checked by a certified mechanic and determine to be running in proper condition before it is operated. 					
	<p>4.2-2(b) City approval of any grading or improvement plans shall include the following SMAQMD Enhanced Exhaust Control Practices:</p> <ul style="list-style-type: none"> Provide a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the Proposed Project to the City and the SMAQMD. The inventory shall include the horsepower rating, engine model year, and projected hours of use for each piece of equipment. The construction contractor shall provide the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. This information shall be submitted at least 4 business days prior to the use of subject heavy-duty off-road equipment. The inventory shall be updated and submitted monthly throughout the duration of the Proposed Project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. Provide a plan in conjunction with the equipment inventory, approved by the SMAQMD, demonstrating that the heavy-duty (50 horsepower or more) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20% NOx reduction and 45% particulate reduction compared to the most recent CARB fleet average. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. 	Include construction equipment specifications listed in Mitigation Measure 4.2-2(b) on Grading and Construction Plans.	RSPU, KPMC, MLS, SO	Project applicant	Prior to issuance of demolition permit or grading permit	City of Sacramento Community Development Department, Sacramento Metropolitan Air Quality Management District (SMAQMD)

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	<ul style="list-style-type: none"> Emissions from all off-road diesel powered equipment used on the project site shall not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this measure shall supersede other SMAQMD or state rules or regulations. If at the time of granting of each building permit, the SMAQMD has adopted a regulation applicable to construction emissions, compliance with the regulation may completely or partially replace this mitigation. Consultation with the SMAQMD prior to construction will be necessary to make this determination. 					
	<p>4.2-2(c) City approval of any grading or improvement plans shall include the following SMAQMD Fugitive Dust Control Practices:</p> <ul style="list-style-type: none"> Water exposed soil with adequate frequency for continued moist soil. Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph. Install wind breaks (e.g., plant trees, solid fencing) on windward side(s) of construction areas. Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established. Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site. Treat site accesses to a distance of 100 feet from the paved road with a 6 to 12-inch layer of wood chips, mulch, or gravel to reduce generation of road dust and road dust carryout onto public roads. Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of the District shall also be visible to ensure compliance. 	Include SMAQMD Fugitive Dust Control Practices on grading or improvement plans as described in Mitigation Measure 4.2-2(c).	RSPU, KPMC, MLS, SO	Project applicant	Prior to approval of grading or improvement plans	City of Sacramento Community Development Department, Sacramento Metropolitan Air Quality Management District (SMAQMD)
	<p>4.2-2(d) The project applicants shall pay into the SMAQMD's construction mitigation fund to offset construction-generated emissions of NOx that exceed SMAQMD's daily emission threshold of 85 lbs/day. Fees shall be paid to SMAQMD based upon the previously agreed upon Railyards Specific Plan fee of \$2,603 per acre developed.</p>	Provide proof of payment of SMAQMD fees to the City of Sacramento Community Development Department. Amount of payment shall be directly correlated to acreage of development per project proposed.	RSPU	Project applicant	Prior to issuance of grading or building permit for each development project	City of Sacramento Community Development Department, Sacramento Metropolitan Air Quality Management District (SMAQMD)

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4.2-7: Implementation of the proposed projects could alter wind speed at ground level (pedestrian level).	<p>4.2-7 <i>The following measures are recommended to assure that future buildings developed in the RSP Area do not cause hazardous wind conditions for pedestrians in areas of substantial public use:</i></p> <p>1) <i>New buildings with heights of more than 85-feet shall be evaluated by a qualified wind expert to determine the potential to cause a new wind hazard or aggravate an existing wind hazard for pedestrians in areas of substantial public use. Based on a review of wind conditions, other development in the vicinity, and the project design, the evaluator may have sufficient evidence to form a professional opinion about the potential for the project to cause a hazardous wind environment. If sufficient evidence is available to conclude that no wind hazards will be created, no further mitigation is required. If sufficient evidence to establish safe pedestrian conditions is not available, the City shall require wind-tunnel testing to provide the evidence that a wind hazard would not result in public areas.</i></p> <p>2) <i>If required wind tunnel testing identifies wind hazards, the qualified wind expert shall work with the City and/or project proponent to develop corrective measures such as building design changes, protective structures, or landscaping modifications to help reduce pedestrian-level wind speeds to acceptable levels. The City shall require implementation of such corrective measures as a condition of the building permit.</i></p>	<p>For buildings that meet the criteria described in Mitigation Measure 4.2-7, retain a qualified wind expert to evaluate potential wind hazards, as described in Mitigation Measure 4.2-7(1).</p> <p>For wind hazards identified in wind hazard testing, incorporate corrective measures developed in consultation with qualified wind expert and the City of Sacramento Community Development Department, into building designs and construction plans, as described in Mitigation Measure 4.2-7(2).</p>	RSPU, KPMC	Project applicant	Prior to issuance of a building permit	City of Sacramento Community Development Department
4.2-8: The proposed projects could contribute to cumulative increases in short-term (construction) emissions.	<p>4.2-8 <i>Implement Mitigation Measures 4.2-2(a) through 4.2-2(d).</i></p>	See Mitigation Measures 4.2-2(a) through 4.2-2(d).	See Mitigation Measures 4.2-2(a) through 4.2-2(d).	See Mitigation Measures 4.2-2(a) through 4.2-2(d).	See Mitigation Measures 4.2-2(a) through 4.2-2(d).	See Mitigation Measures 4.2-2(a) through 4.2-2(d).
4.3 Biological Resources						
4.3-2: Development of the proposed projects could result in the loss of potential nesting habitat for Swainson's hawk, white-tailed kite, purple martin, and other sensitive and/or protected bird species.	<p>4.3-2(a) <i>The project applicant shall conduct any tree removal activities required for project construction outside of the migratory bird and raptor breeding season (February 1 through August 31) where feasible. For any construction activities that will occur between February 1 and August 31, the applicant shall conduct preconstruction surveys in suitable nesting habitat within 500 feet of the construction area for nesting raptors and migratory birds. Surveys shall be conducted by a qualified biologist. In addition, all trees slated for removal during the nesting season shall be surveyed by a qualified biologist no more than 48-hours before removal to ensure that no nesting birds are occupying the tree. For Swainson's hawk nesting habitat, surveys shall be conducted in accordance with the Swainson's Hawk Technical Advisory Committee's Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley).</i></p> <p><i>If active nests are found during the survey, the applicant shall implement appropriate mitigation measures to ensure that the species will not be adversely affected, which will include establishing a no-work buffer zone as approved by CDFW, around the active nest.</i></p>	<p>Conduct nesting surveys prior to tree removal.</p> <p>Conduct any tree removal and construction activities according to the protocol described in Mitigation Measure 4.3-2(a).</p> <p>Include tree removal timing and/or tree protection requirements on Grading and Construction Plans</p>	RSPU, KPMC, MLS, SO	Project applicant	Between February 1 and August 31, conduct surveys no more than 48-hours before tree removal	City of Sacramento Community Development Department, California Department of Fish and Wildlife (CDFW)

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Sacramento Railyards Specific Plan Update
KP Medical Center, MLS Stadium, & Stormwater Outfall
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	<i>Measures may include, but would not be limited to:</i>					
	(1) <i>Maintaining a 500-foot buffer around each active raptor nest. No construction activities shall be permitted within this buffer. For migratory birds, a no-work buffer zone shall be established, approved by CDFW, around the active nest. The no-work buffer may vary depending on species and site specific conditions as approved by CDFW.</i>	Establish 500-foot buffer around active raptor nests.	RSPU, KPMC, MLS, SO	Project applicant	Establish buffer no more than 48-hours before tree removal; leave buffer in place through construction of each applicable development project	City of Sacramento Community Development Department, California Department of Fish and Wildlife (CDFW)
	(2) <i>Depending on conditions specific to each nest, and the relative location and rate of construction activities, it may be feasible for construction to occur as planned within the buffer without impacting the breeding effort. In this case (to be determined on an individual basis), the nest(s) shall be monitored by a qualified biologist during construction within the buffer. If, in the professional opinion of the monitor, the project would impact the nest, the biologist shall immediately inform the construction manager. The construction manager shall stop construction activities within the buffer until the nest is no longer active.</i>	Monitor nesting activity within the 500-foot buffer	RSPU, KPMC, MLS, SO	Project applicant	Monitor active nests through construction of each applicable development project	City of Sacramento Community Development Department, California Department of Fish and Wildlife (CDFW)
	4.3-2(b) <i>If three years of consecutive surveys of the suitable habitat (i.e., weep holes) within the I Street Bridge viaduct, I-5 elevated structure within the RSP Area, or the proposed new I Street Bridge over the Sacramento River do not indicate purple martins use of the area as breeding habitat, then no further mitigation is required. The following mitigation shall only be required if purple martin have been documented nesting in the suitable habitat (i.e., weep holes) within the I Street Bridge viaduct, or the I 5 elevated structure within the RSP Area, or the proposed new I Street Bridge for at least one of three previous years prior to development within 500 feet of aforementioned areas.</i>	Determine presence/absence of purple martins within identified geography.	RSPU	Project applicant	Prior to site plan and design review for individual projects	City of Sacramento Community Development Department, California Department of Fish and Wildlife (CDFW)
	<i>Prior to construction within 500 feet of an active purple martin colony (active within the past three years), the applicant shall retain a qualified biologist to prepare and then shall implement a Purple Martin Monitoring and Management Plan (PMMMP), to the satisfaction of the City. The PMMMP shall be enforced by the City in areas of suitable habitat (i.e., weep holes) within 500 feet of the I Street Bridge viaduct, or the elevated structure of Interstate 5 within the RSP Area. The PMMMP shall identify land use and building design requirements, landscape design and maintenance requirements, and management actions for the protection, enhancement, creation, and/or replacement of purple martin habitat within the RSP Area. Performance of the PMMMP shall be based on land use, and building design standards, landscape design, and maintenance criteria, and management actions that benefit purple martin. The PMMMP shall be tailored to the status and nesting locations of purple martins onsite at the time of plan creation, and will include at minimum the criteria below, or equivalent measures to conserve, protect, and restore purple martin habitat.</i>	Retain a qualified biologist to prepare and implement a Purple Martin Monitoring and Management Plan (PMMMP) as described in Mitigation Measure 4.3-2(b), if necessary. Follow recommendations of the PMMMP.	RSPU	Project applicant	Prior to site plan and design review for individual projects	City of Sacramento Community Development Department, California Department of Fish and Wildlife (CDFW)

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	<ul style="list-style-type: none"> • Land Use and Building Design Criteria: <ul style="list-style-type: none"> - Prohibit buildings that obstruct flight path to and from nest sites within 120 feet of nesting locations. - Maintain a minimum of 21 feet of vertical space beneath weep holes - Maintain 230 feet of perching wire within 200 feet of the colony • Landscape Design and Maintenance Requirements: <ul style="list-style-type: none"> - Prohibit trees taller than nest height within 330 feet of nest sites - Limit tree plantings within 500 feet of the site to those that produce suitable nesting material (pine species). Areas beneath trees shall not be landscaped, and litter material left in place for next material use by birds - Ensure suitable nesting material is available for martin use. If no nest material is available for martins, place nesting material (straw, pine needles, etc.) within area for use by purple martin during the breeding bird season - Prohibit planting of ornamental fruit bearing trees within 500 feet of purple martin nests, including the colonization of weedy fruit-bearing trees such as privet • Management Actions: <ul style="list-style-type: none"> - Install, or cause to be installed, and/or maintain to ensure good working order, nest guards on weep holes where purple martin are known to nest, subject to approval from the facility's owner 	<p>Design buildings and landscaping to meet the setback requirements, provision of perching wire, and nesting material as described.</p> <p>Install and/or maintain nest guards</p>	<p>RSPU</p> <p>RSPU</p>	<p>Project applicant</p> <p>Project applicant</p>	<p>Prior to site plan and design review</p> <p>Prior to site plan and design review through nest abandonment</p>	<p>City of Sacramento Community Development Department, California Department of Fish and Wildlife (CDFW)</p> <p>City of Sacramento Community Development Department, California Department of Fish and Wildlife (CDFW)</p>
4.3-3: The proposed projects could result in impacts to special-status fish species and degradation of designated critical habitat.	<p>4.3-3 <i>To avoid, minimize, or compensate for potential impacts to protected and sensitive riverine species and critical habitat, and prevent impacts to special-status fish species the following actions shall be undertaken by the project applicant:</i></p> <p>a) <i>Unless prior approval is granted by NMFS, USFWS, and/or CDFW, (as applicable) in-water work shall be restricted to the August 1 to October 31 period to avoid/minimize construction impacts to special-status fish species.</i></p> <p>b) <i>Project-related impacts to riverine (e.g., valley-foothill) riparian vegetation shall be minimized by replacing lost vegetation onsite at a minimum ratio of 1:1, along the Sacramento River, if feasible. Mitigation and/or restoration plans for all habitats that require revegetation, habitat creation, restoration, and enhancement shall be approved by the regulatory agencies, as applicable, and shall include construction specifications; irrigation schedules; planting palettes (showing container stock/box plantings, cutting specifications, and seed mixes); monitoring, maintenance, and remediation schedules; and success criteria, assurances and contingency measures. Revegetation specifications, species composition and density shall be developed by an experienced</i></p>	<p>Conduct in-water work between August 1 and October 31</p> <p>Replace vegetation at 1:1 ratio at a minimum. Document restoration activities. Monitor restoration sites for three to five years.</p>	<p>SO</p> <p>SO</p>	<p>Project applicant</p> <p>Project applicant</p>	<p>Prior to issuance of building permit</p> <p>Restoration immediately following construction completion; monitoring for three to five years post-restoration</p>	<p>City of Sacramento Community Development Department, NMFS, USFWS, and CDFW</p> <p>City of Sacramento Community Development Department, NMFS, USFWS, and CDFW</p>

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	<p><i>restoration ecologist. The restoration sites shall be evaluated to ensure that required revegetation has been performed in areas where temporary construction has been completed. A report documenting restoration efforts shall be submitted by the applicant to the City and applicable regulatory agencies. If necessary, remedial revegetation should occur during the same rainy season that the remedial recommendation is made. Restoration sites shall be monitored by qualified restoration ecologists for three to five years, or until success criteria are achieved. Restoration plans shall be included in the final construction documents. Grading and revegetation activities shall comply with applicable regulations and mitigation measures identified in this EIR pertaining to dust, air emissions, noise, water quality and other potential environmental effects. Alternatively, if approved by regulatory agencies, the applicant may purchase mitigation credits from approved mitigation banks. Final mitigation ratios and locations are to be established in consultation with the regulatory agencies prior to riverbed disturbing activities and detailed mitigation requirements will be identified in the final regulatory agency permits.</i></p>					
	<p>c) <i>To the extent feasible, the project applicant shall plant riparian vegetation and install biotechnical features, such as brush piles, logs, and root wads, to replace habitat impacted by construction of the outfall structure. These structures shall compensate for potential impacts associated with increased predation around the new structure. Specific measures shall include elements that contribute to nearshore cover in the immediate vicinity of the structure to increase the potential for juvenile fish while discouraging occupancy of the same structures by predaceous species. The precise amount and relative value of affected riparian and cover habitat would be determined during project-level analysis of proposed activities.</i></p>	Plant riparian vegetation and install biotechnical features.	SO	Project applicant	Immediately following construction completion	City of Sacramento Community Development Department, NMFS, USFWS, and CDFW
	<p>d) <i>Mitigation of riverine habitat would occur through creation, restoration, enhancement, and/or preservation of this habitat type within an approved off-site location and/or mitigation bank at a ratio to be established in consultation with the regulatory agencies. Mitigation banking would involve using mitigation credits from mitigation banks approved by the regulatory agencies. Final mitigation ratios and locations are to be established in consultation with the regulatory agencies prior to riverbed disturbing activities and detailed mitigation requirements will be identified in the final regulatory agency permits.</i></p>	Enhance riverine habitat or purchase mitigation credits.	SO	Project applicant	Prior to riverbed disturbing activities	City of Sacramento Community Development Department, NMFS, USFWS, and CDFW
	<p>e) <i>The cofferdam sheetpiles at the outfall structure construction site shall be installed using a vibratory hammer where possible to minimize underwater sound pressure levels to the greatest extent feasible and associated effects to sensitive fish species. If impact pile driving is required, sound pressure levels shall be managed (through operational controls) to achieve single-strike sound levels less than 206 dB peak (dBpeak) and 183 dB sound exposure level (dBSEL) measured at a distance of 10 meters. Additionally, pile driving shall only be conducted during daytime hours</i></p>	Use vibratory hammer during construction. Consult with NMFS, USFWS, and CDFW to determine disturbance minimization measures.	SO	Project applicant	Establish measures prior to regulatory permit issuance; during insertion of piles	City of Sacramento Community Development Department, NMFS, USFWS, and CDFW

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	<p><i>(allowing for regular periods of no impact) and shall commence at low-energy levels and slowly build to impact force (allowing for fish to move away from the construction site).</i></p> <p><i>The project applicant shall also consult with NMFS, USFWS, and CDFW (as part of obtaining permit approvals, e.g., FESA Section 7 and Fish and Game Code Section 1600) to determine necessary impact minimization actions, which may include surveying the outfall site to determine fish presence prior to installation. The project applicant shall implement any additional measures developed through the FESA Section 7 and Fish and Game Code Section 1600 permit processes, to ensure that impacts are avoided and/or minimized.</i></p>					
	<p>f) <i>To reduce the potential for fish stranding or minimize the potential for harm during cofferdam dewatering activities, the project applicant or its contractor shall implement a fish rescue plan. Prior to the closure of the cofferdam in the Sacramento River, seining by a qualified fisheries biologist will be conducted within the cofferdam using a small-mesh seine to direct and move fish out of the cofferdam area. Upon completion of seining, the entrance to the cofferdam will be blocked with a net to prevent fish from entering the cofferdam isolation area before the cofferdam is completed. Once the cofferdam is completed and the area within the cofferdam is closed and isolated, additional seining will be conducted within the cofferdam to remove any remaining fish. Once most of the fish have been removed from the isolated area, portable pumps with intakes equipped with 1.75 mm mesh screen shall be used to dewater to a depth of 1.5-2 feet. A qualified biologist shall implement further fish rescue operations using electrofishing and dip nets. All fish that are captured will be placed in clean 5-gallon buckets and/or coolers filled with Sacramento River water, transported downstream of the construction area, and released back into suitable habitat in the Sacramento River with minimal handling. After all fish have been removed using multiple seine passes, electrofishing, and dip nets (as necessary), portable pumps with screens (see above) will be used for final dewatering. NMFS, USFWS, and CDFW shall be notified at least 48 hours prior to the fish rescue.</i></p>	Develop and implement a fish rescue plan.	SO	Project applicant	Establish plan prior to regulatory permit issuance	City of Sacramento Community Development Department, NMFS, USFWS, and CDFW
4.3-4: Development of the proposed projects could result in removal of habitat for the Valley Elderberry Longhorn Beetle.	<p>4.3-4</p> <p>(1) <i>Prior to construction within the RSP Area, the site shall be surveyed for the presence of the valley elderberry longhorn beetle and its elderberry host plant by a qualified biologist in accordance with USFWS protocols. If elderberry plants with one or more stems measuring 1.0 inch or greater in diameter at ground level occur on or adjacent to the project site, or are otherwise located where they may be directly or indirectly affected by the proposed project, minimization and compensation measures, which include transplanting existing shrubs and planting replacement habitat (conservation plantings), are required (see below). Surveys are valid for a period of two years. Elderberry plants with no stems measuring</i></p>	Retain a qualified biologist who shall conduct preconstruction surveys for elderberry shrubs.	RSPU	Project applicant	Prior to ground disturbance such as grading and excavation activities	City of Sacramento Community Development Department

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	<p><i>1.0 inch or greater in diameter at ground level are unlikely to be habitat for the beetle because of their small size and/or immaturity. Therefore, no minimization measures are required for removal of elderberry plants with all stems measuring 1.0 inch or less in diameter at ground level.</i></p> <p>(2) <i>For shrubs with stems measuring 1.0 inch or greater, the City shall ensure that elderberry shrubs within 100 feet of proposed development be protected and/or compensated for in accordance with the "U.S. Fish and Wildlife Services" (USFWS) Conservation Guidelines for the Valley Elderberry Longhorn Beetle and the Programmatic Formal Consultation Permitting Projects with Relatively Small Effects on the Valley Elderberry Longhorn Beetle Within the Jurisdiction of the Sacramento Field Office."</i></p>	Protect shrubs within 100 feet of construction activities; compensate for removed shrubs.	RSPU	Project applicant	Prior to issuance of building permit	City of Sacramento Community Development Department and USFWS
4.3-6: Development of the proposed projects could result in impacts to bat species.	<p>4.3-6 <i>Minimize potential adverse effects to bat species.</i></p> <p><i>Vegetation removal, including tree removal, shall be conducted between September 16 and January 31, to the extent feasible, to minimize the potential loss of bat maternity roosts.</i></p> <p><i>The applicant shall conduct pre-construction surveys for roost sites prior to construction activities within 100 feet of the I-5, I Street Bridge, and riparian habitat along the Sacramento River during the bat pupping season (April 1 through July 31). This survey shall be conducted by a wildlife biologist qualified to identify bat species. If no bats are roosting, then no further mitigation is required.</i></p> <p><i>If a bat maternity roost is identified, buffers around the roost site shall be determined by a qualified biologist and implemented to avoid destruction or abandonment of the roost resulting from tree removal or other project activities.</i></p>	<p>Retain a qualified biologist to conduct preconstruction surveys and prepare a report; provide the report to the City of Sacramento Community Development Department.</p> <p>Provide buffer around bat maternity roosts, if applicable.</p>	RSPU, SO	Project applicant	Prior to issuance of grading permit or tree removal permit; provide buffer through completion of construction or abandonment of the roosts	City of Sacramento Community Development Department
4.3-7: Development of the proposed projects could result in net reduction of sensitive habitats including protected wetland habitat as defined in Section 404 of the Clean Water Act, riparian vegetation, and state jurisdictional waters/wetlands.	<p>4.3-7 <i>If the applicant shall prepare a wetland and riparian mitigation plan that ensures no net loss of waters of the U.S. and riparian vegetation. The wetland and riparian mitigation plan shall be based on a wetland delineation verified by USACE. This measure may be implemented through the 404 permit and Streambed Alteration Agreement process. The plan shall include the following:</i></p> <p>1) <i>The project proponent shall compensate for the loss of wetland and riparian habitat through a combination of restoration/enhancement, and the purchase of mitigation credits at an approved mitigation bank. The ratio of compensation shall be determined in consultation with USACE and California Department of Fish and Wildlife (CDFW), as part of the 404 permit and Streambed Alteration Agreement process, but shall not be less than 1:1.</i></p>	<p>Prepare a wetland and riparian mitigation plan.</p> <p>Provide restoration/enhancement of habitat or purchase mitigation credits.</p>	SO	Project applicant	Concurrent with 404 permit process and Streambed Alteration Agreement process	City of Sacramento Community Development Department, USACE, and CDFW

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	2) <i>Prior to any construction activities on the site, a protective fence shall be erected around the boundaries of areas that would be disturbed by construction. This fence shall remain in place until all construction activity in the immediate area is completed. No activity shall be permitted within the protected areas except for those expressly permitted by USACE and/or CDFW.</i>	Install protective fencing.	SO	Project applicant	Prior to and during construction on individual applicable development sites	City of Sacramento Community Development Department, USACE, and CDFW
	3) <i>Water quality in the Sacramento River shall be protected using erosion control techniques during construction including, but not necessarily limited to, preservation of existing vegetation, mulches (e.g., hydraulic, straw, wood), and geotextiles and mats, during construction.</i>	Implement erosion control measures including adding measures to construction plans.	SO	Project applicant	During construction activities in-water and adjacent to the Sacramento River	City of Sacramento Community Development Department, USACE, and CDFW
4.3-8: Development of the proposed projects could result in isolation or interruption of contiguous habitat which would interfere substantially with the movement of resident or migratory fish or wildlife species, migratory corridors, or impede the use of native wildlife nursery sites.	4.3-8 <i>The applicant shall reduce spillover lighting from the proposed project onto the Sacramento River by implementing the following:</i> <i>The applicant shall place structural barriers to screen automobile headlights that are directed perpendicular to the river shall be screened along the western project edge. This may be accomplished through the placement of a 3-4 foot vegetated hedge or other structural methods that would not additionally hinder wildlife movement through riverine riparian vegetation.</i> <i>Outdoor lighting within the RSP Area west of I-5 shall be of the minimum wattage required for the particular use and shall be directed to the specific location intended for illumination (e.g., roads, walkways, or recreation fields) to prevent stray light spillover onto sensitive riverine habitat.</i> <i>All fixtures on elevated light standards within the RSP Area west of I-5, such as in parking lots or along roadways, shall be shielded to reduce direct exposure to the Sacramento River.</i>	Implement spillover light and minimization measures through screening and screening. Use minimum wattage required.	RSPU, KPMC, SO	Project applicant	During site plan and design review	City of Sacramento Community Development Department
4.3-9: Development of the proposed projects could conflict with local policies protecting trees.	4.3-9 <i>All tree removal within the RSP Area shall comply with the current City of Sacramento tree protection ordinance. The applicant shall implement mitigation measures to protect retained trees, and replace for the loss of tree resources (tree protection, and replacement measures shall be determined in consultation with the City).</i>	Conduct tree removal activities in accordance with City tree protection ordinance.	RSPU, KPMC, MLS, SO	Project applicant	During site plan and design review and in compliance with tree protection ordinance requirements	City of Sacramento Community Development Department
4.3-11: Implementation of the proposed projects, in combination with other cumulative development, could/would contribute to the cumulative harm to, or loss of nesting habitat, for Swainson's hawk, white-tailed kite, purple martin, and other sensitive and/or protected bird species.	4.3-11 <i>Implement Mitigation Measures 4.3-2(a) and 4.3-2(b)</i>	See Mitigation Measure 4.3-2(a) and Mitigation Measure 4.3-2(b).	See Mitigation Measure 4.3-2(a) and Mitigation Measure 4.3-2(b).	See Mitigation Measure 4.3-2(a) and Mitigation Measure 4.3-2(b).	See Mitigation Measure 4.3-2(a) and Mitigation Measure 4.3-2(b).	See Mitigation Measure 4.3-2(a) and Mitigation Measure 4.3-2(b).

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4.3-12: Implementation of the proposed projects, in combination with other cumulative development, could/would contribute to cumulative impacts to special-status fish species and degradation of designated critical habitat.	4.3-12 <i>Implement Mitigation Measures 4.3-2(a) through 4.3-2(f)</i>	See Mitigation Measure 4.3-2(a) through Mitigation Measure 4.3-2(f).	See Mitigation Measure 4.3-2(a) through Mitigation Measure 4.3-2(f).	See Mitigation Measure 4.3-2(a) through Mitigation Measure 4.3-2(f).	See Mitigation Measure 4.3-2(a) through Mitigation Measure 4.3-2(f).	See Mitigation Measure 4.3-2(a) through Mitigation Measure 4.3-2(f).
4.3-13: Implementation of the proposed project, in combination with other cumulative development, could/would contribute to the cumulative loss of habitat for the Valley Elderberry Longhorn Beetle.	4.3-13 <i>Implement Mitigation Measure 4.3-4</i>	See Mitigation Measure 4.3-4.	See Mitigation Measure 4.3-4.	See Mitigation Measure 4.3-4.	See Mitigation Measure 4.3-4.	See Mitigation Measure 4.3-4.
4.3-15: Implementation of the proposed projects, in combination with other cumulative development, could/would contribute to the cumulative loss of habitat, or impacts to for bat species.	4.3-15 <i>Implement Mitigation Measure 4.3-6</i>	See Mitigation Measure 4.3-6.	See Mitigation Measure 4.3-6	See Mitigation Measure 4.3-6	See Mitigation Measure 4.3-6	See Mitigation Measure 4.3-6
4.3-16: Implementation of the proposed projects, in combination with other cumulative development, could/would contribute to the cumulative loss of sensitive habitats including protected wetland habitat as defined in Section 404 of the Clean Water Act, riparian vegetation, and state jurisdictional waters/wetlands.	4.3-16 <i>Implement Mitigation Measure 4.3-7</i>	See Mitigation Measure 4.3-7.	See Mitigation Measure 4.3-7	See Mitigation Measure 4.3-7	See Mitigation Measure 4.3-7	See Mitigation Measure 4.3-7
4.3-17: Implementation of the proposed projects, in combination with other cumulative development, could/would contribute to the cumulative isolation or interruption of contiguous habitat which would interfere substantially with the movement of resident or migratory fish or wildlife species, migratory corridors, or impede the use of native wildlife nursery sites.	4.3-17 <i>Implement Mitigation Measure 4.3-8</i>	See Mitigation Measure 4.3-8.	See Mitigation Measure 4.3-8	See Mitigation Measure 4.3-8	See Mitigation Measure 4.3-8	See Mitigation Measure 4.3-8
4.4 Cultural Resources						
4.4-1: The proposed projects could cause a substantial adverse change in the significance of an archaeological resource, including human remains.	4.4-1(a) <i>i. Prior to any ground-disturbing activity in Archaeologically Sensitive Areas (ASAs), a focused Archaeological Testing Plan (ATP) shall be prepared and implemented to determine the presence/absence of archaeological resources and to assess their eligibility to the CRHR. The ATP shall be reviewed and approved by the Preservation Director prior to implementation. An example outline of the ATP is included in Appendix E of this Draft SEIR.</i>	Retain a qualified archaeologist to prepare and implement an Archaeological Testing Plan (ATP).	RSPU (ASAs only)	Project applicant	Prior to ground disturbance such as grading and excavation activities for individual applicable development projects	City of Sacramento Community Development Department
		Prepare an Archaeological Mitigation Plan, if necessary.	RSPU (ASAs only)	Project applicant	Prior to ground disturbance such as grading and excavation activities for individual applicable development projects	City of Sacramento Community Development Department

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	<p>iii. <i>Based upon the results of test excavations, it may be necessary to conduct archaeological monitoring in some areas. In these areas, an Archaeological Monitoring Plan shall be prepared and implemented to ensure appropriate identification and treatment of anticipated archaeological resources, if any are discovered during grading or construction activities. At a minimum, the Monitoring Plan shall include provisions to result in the cessation of activities upon discovery, evaluation of such resources for historic significance, and if the resource is significant, appropriate treatment based on recommendations of a qualified archaeologist. Appropriate treatment shall include protection of the resource from further damage, and one of the following, as appropriate: (1) preservation in place; (2) return of the resource to the most likely descendent (MLD) (if determined to be of Native American origin), (3) curation in an appropriate location or facility, and/or (4) recordation. The City Preservation Director shall approve the Archaeological Monitoring Plan prior to implementation. An example outline of an Archaeological Monitoring Plan is included in Appendix E of this Draft SEIR.</i></p> <p>iv. <i>Prior to construction activities, an archaeologist will lead an in-field tailgate training session for project construction crews on the kinds and types of resources that may be present, and give plans for actions of work stoppage to occur should archeological features be encountered.</i></p>	<p>Prepare and implement an Archaeological Monitoring Plan.</p> <p>Retain a qualified archaeologist to conduct archaeological resources pre-construction training.</p>	<p>RSPU (ASAs only)</p> <p>RSPU (ASAs only)</p>	<p>Project applicant</p> <p>Project applicant</p>	<p>During excavation and grading activities</p> <p>Immediately prior to ground-disturbing activities (grading or excavation) for individual applicable development projects</p>	<p>City of Sacramento Community Development Department</p> <p>City of Sacramento Community Development Department</p>
	<p>4.4-1(b) <i>Within the current footprint of the northern levee embankment, prior to ground-disturbing activities that are anticipated to extend below the level of North B Street (e.g., excavation below the base of the extant levee embankment), an Archaeological Monitoring Plan shall be prepared and implemented to ensure appropriate identification and treatment of anticipated archaeological resources, if any are discovered during grading or construction activities. In the event of inadvertent discovery of a potential archaeological resource or human remains, Mitigation Measure 4.4-1(c) will be implemented.</i></p>	<p>Retain a qualified archaeologist to prepare and implement an Archaeological Monitoring Plan for the area within the footprint of the northern levee embankment.</p>	<p>RSPU (footprint of the northern levee embankment only)</p>	<p>Project applicant</p>	<p>Prepare plan prior to ground-disturbing activities (grading or excavation) that are anticipated to extend below the level of North B Street; implement plan during ground-disturbing activities</p>	<p>City of Sacramento Community Development Department</p>
	<p>4.4-1(c) <i>In the event that unanticipated archaeological resources or human remains are encountered, compliance with federal and state regulations and guidelines regarding the treatment of cultural resources and human remains shall be required. The following details the procedures to be followed in the event that new cultural resource sites or human remains are discovered.</i></p> <p>i. <i>If a monitoring archaeologist or a member of the construction team believes that an archaeological resource has inadvertently been uncovered, all work adjacent to the discovery shall cease, and an SOI qualified archaeologist immediately notified. Appropriate steps shall be taken, as directed by the archaeologist, to protect the discovery site. The area of work stoppage will be adequate to provide for the security, protection, and integrity of the archaeological resources in accordance with Federal and State Law.</i></p>	<p>Cease work if a discovery is made. Conduct field investigation. Recover data and record resources on appropriate DPR forms, as appropriate.</p>	<p>RSPU, KPMC, MLS, SO</p>	<p>Project applicant</p>	<p>During ground-disturbing activities for individual applicable development projects</p>	<p>City of Sacramento Community Development Department</p>

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	<p><i>At a minimum the area will be secured to a distance of 50 feet from the discovery. Vehicles, equipment, and unauthorized personnel shall not be permitted to traverse the discovery site. The archaeologist shall conduct a field investigation and assess the significance of the find. Impacts to cultural resources shall be lessened to a less-than-significant level through data recovery or other methods determined adequate by the archaeologist and consistent with the Secretary of the Interior's Standards for Archaeological Documentation. All identified cultural resources shall be recorded on the appropriate DPR 523 (A-L) form and filed with the North Central Information Center.</i></p> <p>ii. <i>If human remains are discovered at the project construction site during any phase of construction, all ground-disturbing activity within 50 feet of the resources shall be halted and the County Coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County Coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. If the remains are determined to be Chinese, or any other ethnic group, the appropriate local organization affiliated with that group shall be contacted and all reasonable effort shall be made to identify the remains and determine and contact the most likely descendant. The approved mitigation shall be implemented before the resumption of ground-disturbing activities within 50 feet of where the remains were discovered.</i></p> <p><i>If the remains are of Native American origin, the landowner or the landowner's representative shall contact the Native American Heritage Commission to identify the Most Likely Descendant. That individual shall be asked to make a recommendation to the landowner for treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.983.</i></p> <p><i>If the Most Likely Descendant fails to make a recommendation or the landowner or his or her authorized representative rejects the recommendation of the descendant, and if mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner, then the landowner or authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.</i></p>	<p>Cease work and notify the County Coroner. Follow protocol for further notification including to the NAHC, if applicable. Contact the Native American Heritage Commission to identify the Most Likely Descendant, if applicable.</p>	RSPU, KPMC, MLS, SO	Project applicant	During ground-disturbing activities for individual applicable development projects	City of Sacramento Community Development Department

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	<p>4.4-1(d) <i>The title to all abandoned shipwrecks, archaeological sites, and historic or cultural resources on or in the tide and submerged lands of California is vested in the State and under the jurisdiction of the California State Lands Commission (CSLC) (PRC Section 6313[a]). In the case of an inadvertent discovery of a submerged shipwreck or related artifacts, all work must cease in the immediate vicinity of the find and the lead agency's archaeological resource staff will be notified immediately in order to initiate consultation with the CSLC staff within two business days of such discovery.</i></p> <p><i>PRC Section 6313 (c) states any submerged historic resource remaining in state waters for more than 50 years will be presumed to be archaeologically or historically significant. If the lead agency's archaeologist, in consultation with the CSLC staff, determines that a historical resource may be present, the lead agency will retain the services of a qualified maritime archeological consultant. The maritime archeological consultant will recommend whether the discovery is an historical/archeological resource that retains sufficient integrity and is of potential historical or scientific significance. The maritime archeological consultant also will recommend as to what action, if any, is warranted. Based on this information, and consultation with the CSLC, implementation of additional measures may be required.</i></p> <p><i>Measures shall include preservation in situ of the historical resource, implementation of a data recovery program, or other such action that preserves the cultural value of the resource. The maritime archeological consultant will submit a Final Cultural Resources Technical Report to the lead agency, NCIC, and the CSLC staff. This report will include an evaluation of the historical significance, with a description of the archeological and historical research methods employed in any archeological data recovery program undertaken.</i></p>	In the event of an inadvertent discovery of a submerged shipwreck or related artifacts, cease work and consult with the CSLC staff to determine significance. Follow actions prescribed by maritime archaeological consultant.	SO	Project applicant	During in-water construction	City of Sacramento Community Development Department, California State Lands Commission
4.4-2: The proposed projects could cause a substantial adverse change to the Central Shops Historic District, or the Water Tower.	<p>4.4-2(a) <i>Consistent with Section 17.604 and other sections of Title 17 of the City's Planning & Development Code, and in coordination and consultation with the Preservation Director and the Preservation Commission, and adopted by the City Council, a Historic District Plan that is specifically focused on the Historic District in the Central Shops shall be prepared. Any development within the Historic District shall comply with the standards and criteria identified in the plan. The Historic District Plan shall include, at a minimum, the following components:</i></p> <ol style="list-style-type: none"> <i>1. Statement of the goals for review of development projects within the Historic District;</i> <i>2. A representation of the historical development of land uses, existing land uses, and any adopted plans for future land uses;</i> <i>3. A statement of findings, including the following:</i> <ol style="list-style-type: none"> <i>a. The historical or pre-historical period to which the area is significant.</i> <i>b. The predominant periods or styles of the structures or features therein.</i> 	Prepare a Historic District Plan consistent with the requirements of the City's Planning and Development Code.	RSPU Central Shops District	Project applicant	Prior to issuance of building permit in the Central Shops District	City of Sacramento Community Development Department, City of Sacramento Preservation Director, City of Sacramento Preservation Commission

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Sacramento Railyards Specific Plan Update
 KP Medical Center, MLS Stadium, & Stormwater Outfall
 Final Cultural Resources Technical Report

**TABLE 4-1
SACRAMENTO RAILYARDS SPECIFIC PLAN UPDATE, KP MEDICAL CENTER, MLS STADIUM, & STORMWATER OUTFALL MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	<p>c. <i>The significant features and characteristics of such periods or styles, as represented in the Historic District and incorporating the findings of the historic district designation completed by the City in 2007, including, but not limited to, structure height, bulk, distinctive architectural details, materials, textures, archeological and landscape, hardscape and site features and fixtures.</i></p> <p>d. <i>A statement, consistent with Title 17, Sacramento Register of Historic and Cultural Resources, of this chapter, of the standards and criteria to be used in determining the appropriateness of any development project involving a landmark, contributing resource or noncontributing resource within the Historic District.</i></p>					
	<p>4.4-2(b) <i>A copy of the full Southern Pacific Company Sacramento Shops HAER document (HAER CA303) shall be completed, and filed with the City's Preservation Office and Center for Sacramento History, including the historic narrative, architectural drawings, and photographs, and archive quality copies disseminated to the appropriate state, regional, and local repositories.</i></p>	Prepare and file the full Southern Pacific Company Sacramento Shops HAER document.	RSPU Central Shops District	Project applicant	Prior to issuance of building permit in the Central Shops District	City of Sacramento Community Development Department, City of Sacramento Preservation Office, and Center for Sacramento History.
4.4-3: The proposed projects could cause a substantial adverse change to the Central Shops Historic District, or Water Tower, by new construction surrounding and affecting the contributing resources and the significant features and characteristics of the district.	<p>4.4-3 <i>Any proposed new project within the Central Shops Historic District (including new construction on Lot 22) shall be designed in compliance with the Secretary of the Interior's Standards for the Treatment of Historic Properties, specifically the standards for rehabilitation and new construction within a historic district. Standards 9 and 10 for Rehabilitation state that:</i></p> <p>9. <i>New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and shall be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.</i></p> <p>10. <i>New additions and adjacent or related new construction shall be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.</i></p> <p><i>The RSPU Design Guidelines and policies shall be consistent with these standards. In addition to compliance with the above, with the proposed adopted Historic District plan, and with the Design Guidelines established as part of the proposed RSPU, the project developer shall ensure that any new project involving the design of a new building shall not have a significant impact on the Historic District's contributing resources or its features and characteristics. The City of Sacramento Historic Preservation Director, or the Commission, as appropriate per Preservation Development Project Site Plan & Design Review requirements of Title 17 of the City Code, shall review any proposed project's site plan and design to ensure its compatibility with the SOI Standards and the adopted Historic District plan.</i></p>	Design buildings to comply with SOI standards. Conduct appropriate consultation with the City of Sacramento Preservation Director for any new projects to ensure that new projects protect the integrity of the historic property.	RSPU Central Shops and Transition Zone	Project applicant	During site plan and design review	City of Sacramento Community Development Department
		Design new buildings to not have a significant impact on the Historic District's contributing resources or its features and characteristics.	RSPU Central Shops and Transition Zone	Project applicant	During site plan and design review	City of Sacramento Community Development Department

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

**TABLE 4-1
SACRAMENTO RAILYARDS SPECIFIC PLAN UPDATE, KP MEDICAL CENTER, MLS STADIUM, & STORMWATER OUTFALL MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
4.4-7: Construction of the proposed projects could damage and/or destroy paleontological resources.	4.4-7 <i>If discovery is made of items of paleontological interest, the contractor shall immediately cease all work activities in the vicinity (within approximately 100 feet) of the discovery. After cessation of excavation the contractor shall immediately contact the City. The contractor shall not resume work until authorization is received from the City. Any inadvertent discovery of paleontological resources during construction shall be evaluated by a qualified paleontologist. If it is determined that the project could damage a unique paleontological resource (as defined pursuant to the CEQA Guidelines), mitigation shall be implemented in accordance with PRC Section 21083.2 and Section 15126.4 of the CEQA Guidelines. If avoidance is not feasible, the paleontologist shall develop a treatment plan in consultation with the City.</i>	Implement protocols for the inadvertent discovery and treatment of paleontological resources.	RSPU, KPMC, MLS, SO	Project applicant	During ground-disturbing activities (grading or excavation) for individual applicable development projects	City of Sacramento Community Development Department
4.4-8: The proposed projects could contribute to the cumulative loss or alteration of archaeological resources, including human remains.	4.4-8 <i>Implement Mitigation Measure 4.4-1(a) through 4.4-1(d).</i>	See Mitigation Measure 4.4-1(a) through 4.4-1(d).	See Mitigation Measure 4.4-1(a) through 4.4-1(d)	See Mitigation Measure 4.4-1(a) through 4.4-1(d)	See Mitigation Measure 4.4-1(a) through 4.4-1(d)	See Mitigation Measure 4.4-1(a) through 4.4-1(d)
4.4-9: The proposed projects could contribute to the cumulative loss or alteration of historic built resources, including the Central Shops Historic District (the Southern Pacific Railroad Shops), the Water Tower, the Sacramento Valley Station, or the Alkali Flat Historic Districts.	4.4-9 <i>Implement Mitigation Measure 4.4-2 and 4.4-3.</i>	See Mitigation Measures 4.4-2 and 4.4-3.	See Mitigation Measures 4.4-2 and 4.4-3	See Mitigation Measures 4.4-2 and 4.4-3	See Mitigation Measures 4.4-2 and 4.4-3	See Mitigation Measures 4.4-2 and 4.4-3
4.4-10: The proposed projects would contribute to cumulative losses of paleontological resources.	4.4-10 <i>Implement Mitigation Measure 4.4-7.</i>	See Mitigation Measure 4.4-7.	See Mitigation Measure 4.4-7	See Mitigation Measure 4.4-7	See Mitigation Measure 4.4-7	See Mitigation Measure 4.4-7
4.6 Geology, Soils, and Seismicity						
4.6-2: The proposed projects could result in damage to the historic Central Shops.	4.6-2 <i>a) To the extent feasible, the historic buildings shall be stabilized and reinforced prior to trenching or other construction activities within 50 feet of the buildings.</i> <i>b) A pre-excavation settlement-damage survey shall be prepared that shall include, at a minimum, visual inspection of existing vulnerable structures for cracks and other settlement defects, and establishment of horizontal and vertical control points on the buildings. A monitoring program of surveying horizontal and vertical control points on structures and shoring shall be followed to determine the effects of dewatering, excavation, and construction on the particular building site. If it is determined by the engineer that the existing buildings could be subject to damage, work shall cease until appropriate remedies to prevent damage are identified.</i>	Implement historic building stabilization measures, including incorporation into construction plans, for ground disturbing (grading or excavation) activity within 50 feet of historic structures.	RSPU	Project applicant	Prior to ground-disturbing activities (grading or excavation) within 50 feet of Central Shops	City of Sacramento Community Development Department
		Prepare a pre-excavation settlement-damage survey and prepare and implement a monitoring program for surveying horizontal and vertical control points.	RSPU	Project applicant	Prior to issuance of grading permit within 50 feet of Central Shops	City of Sacramento Community Development Department

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

**TABLE 4-1
SACRAMENTO RAILYARDS SPECIFIC PLAN UPDATE, KP MEDICAL CENTER, MLS STADIUM, & STORMWATER OUTFALL MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	c) <i>If necessary and with approval by the City Chief Building Official, the construction contractor shall install temporary shoring or stabilization to help avoid permanent impacts. Stabilization may involve structural reinforcement or corrections for deterioration that would minimize or avoid potential structural failures or avoid accelerating damage to the historic structure. Stabilization shall be conducted following the Secretary of Interior Standards Treatment of Preservation. This treatment shall ensure retention of the historical resource's character-defining features. Stabilization may temporarily impair the historic integrity of the building's design, material, or setting, and as such, the stabilization must be conducted in a manner that will not permanently impair a building's ability to convey its significance. Measures to shore or stabilize the building shall be installed in a manner that when they are removed, the historic integrity of the building remains, including integrity of material.</i>	If determined necessary, implement temporary shoring or stabilization measures, as approved by the City Chief Building Official.	RSPU	Project applicant	Prior to ground-disturbing activities (grading or excavation) within 50 feet of Central Shops	City of Sacramento Community Development Department and City Chief Building Official.
4.8 Hazards and Hazardous Materials						
4.8-1: Construction of the proposed projects could result in the exposure of people to health risk associated with contaminated soils and debris.	4.8-1 <i>If unidentified or suspected contaminated soil or groundwater evidenced by stained soil, noxious odors, or other factors, is encountered during site preparation or construction activities work shall stop in the area of potential contamination, and the type and extent of contamination shall be identified by qualified professional. The qualified professional shall prepare a report that includes, but is not limited to, activities performed for the assessment, summary of anticipated contaminants and contaminant concentrations, and recommendations for appropriate handling and disposal. Site preparation or construction activities shall not recommence within the contaminated areas until remediation is complete and a "no further action" letter is obtained from the appropriate regulatory agency.</i>	Implement contamination avoidance and treatment measures. If contaminated soil or groundwater is encountered, cease work, identify the contaminant, and execute a remediation plan.	RSPU (West Jibboom only), SO	Project applicant	During ground-disturbing activities (grading or excavation)	City of Sacramento Community Development Department.
4.8-3: Development of the proposed projects could expose people to existing contaminated groundwater during dewatering activities.	4.8-3 <i>Implement Mitigation Measure 4.8-1.</i>	See Mitigation Measure 4.8-1.	See Mitigation Measure 4.8-1.	See Mitigation Measure 4.8-1.	See Mitigation Measure 4.8-1.	See Mitigation Measure 4.8-1.
4.8-4: Construction of the proposed projects' infrastructure and buildings could interfere with remediation efforts.	4.8-4 <i>Implement Mitigation Measure 4.8-1.</i>	See Mitigation Measure 4.8-1.	See Mitigation Measure 4.8-1.	See Mitigation Measure 4.8-1.	See Mitigation Measure 4.8-1.	See Mitigation Measure 4.8-1.
4.8-7: Operation of the proposed projects could result in the exposure of people to health risks associated with contaminated soils and groundwater.	4.8-7 a) <i>In areas where the groundwater contamination has the potential to reach water, sewer or storm drainage pipelines due to fluctuations in the elevation of the groundwater table, or where volatile contaminants in soil vapor could enter porous utility lines, measures such as concrete trenches, membrane barriers and venting will be used to prevent infiltration in accordance with DTSC requirements.</i> b) <i>Routine monitoring of the above areas shall be performed by the landowners and/or the City, reported to DTSC and Regional Water Board, and corrective actions implemented if the results indicate adverse change in water quality. For stormwater, the monitoring may be conducted through the City's MSR 4 program.</i>	Implement measures to prevent infiltration of contaminants into pipelines. Identify measures on construction drawings.	RSPU, KPMC, MLS, SO	Project applicant	During site plan and design review	City of Sacramento Community Development Department, Department of Toxic Substances Control (DTSC)
		If contaminants are encountered, monitor the area and take corrective action as required by DTSC and/or Regional Water Board.	RSPU, KPMC, MLS, SO	Project applicant	Following identification of contaminants through completion of corrective actions	City of Sacramento Community Development Department, Department of Toxic Substances Control (DTSC), Regional Water Board

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
4.8-8: The proposed projects in combination with development of other projects in the surrounding area known to contain, or could contain contaminated soil or groundwater, could present a hazard to construction workers if not properly managed.	4.8-8 <i>Implement Mitigation Measure 4.8-1.</i>	See Mitigation Measure 4.8-1.	See Mitigation Measure 4.8-1.	See Mitigation Measure 4.8-1.	See Mitigation Measure 4.8-1.	See Mitigation Measure 4.8-1.
4.8-9: The proposed projects could contribute to cumulative dewatering activities that could interfere with remediation of the existing South Plume and Lagoon Plume.	4.8-9 <i>Implement Mitigation Measure 4.8-1.</i>	See Mitigation Measure 4.8-1.	See Mitigation Measure 4.8-1.	See Mitigation Measure 4.8-1.	See Mitigation Measure 4.8-1.	See Mitigation Measure 4.8-1.
4.10 Noise and Vibration						
4.10-1: Construction of the proposed projects could generate noise that would conflict with City standards.	4.10-1 <i>The contractor shall ensure that the following measures are implemented during all phases of project construction:</i>	Implement temporary noise barriers to shield construction sites from sensitive uses.	RSPU, KPMC, MLS	Project applicant	Prior to issuance of demolition or grading permit; include measures on construction drawings	City of Sacramento Community Development Department
	a) <i>Whenever construction occurs within 130 feet to occupied residences (on or offsite), temporary barriers shall be constructed around the construction sites to shield the ground floor of the noise-sensitive uses. These barriers shall be of ¾-inch Medium Density Overlay (MDO) plywood sheeting, or other material of equivalent utility and appearance, and shall achieve a Sound Transmission Class of STC-30, or greater, based on certified sound transmission loss data taken according to ASTM Test Method E90 or as approved by the City of Sacramento Building Official.</i>					
	b) <i>Construction equipment staging areas shall be located as far as feasible from residential areas while still serving the needs of construction contractors.</i>	Stage construction equipment away from residential areas.	RSPU, KPMC, MLS	Project applicant	Include measures on construction drawings	City of Sacramento Community Development Department
	c) <i>Use of auger displacement for installation of foundation piles, if feasible. If impact pile driving is required, "sonic" pile- drivers shall be used, unless engineering studies are submitted to the City that show this is not feasible, based on geotechnical considerations.</i>	Use auger displacement drilling, or "sonic" pile driving to the extent feasible.	RSPU, KPMC, MLS	Project applicant	Prior to issuance of demolition or grading permit; include measures on construction drawings	City of Sacramento Community Development Department
	d) <i>Prior to impact pile driving activities in Blocks 49, 50 and 52, the applicant shall coordinate with the KCRA building management staff in order to minimize disruption from pile driving, to the extent feasible.</i>	Coordinate with KCRA.	RSPU, KPMC, MLS	Project applicant	Prior to issuance of demolition or grading permit; include measures on construction drawings	City of Sacramento Community Development Department
4.10-2: Operations of the proposed projects could result in a substantial permanent increase in ambient exterior noise levels in the project vicinity.	4.10-2(a) <i>The project sponsor shall ensure that the following measures are implemented for all development under the proposed Specific Plan:</i>	Submit engineering and acoustical specification for project mechanical HVAC equipment and the proposed locations of onsite loading docks.	RSPU, KPMC, MLS	Project applicant	Prior to issuance of building permits	City of Sacramento Community Development Department
	i. <i>Prior to the issuance of building permits, the applicant shall submit engineering and acoustical specification for project mechanical HVAC equipment and the proposed locations of onsite loading docks to the Planning Director demonstrating that the HVAC equipment and loading dock design (types, location, enclosure, specification) will control noise from the equipment to at least 10 dBA below existing ambient levels at nearby residential and other noise-sensitive land uses.</i>					

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Sacramento Railyards Specific Plan Update
KP Medical Center, MLS Stadium, & Stormwater Outfall
Final Mitigation Monitoring Report

**TABLE 4-1
SACRAMENTO RAILYARDS SPECIFIC PLAN UPDATE, KP MEDICAL CENTER, MLS STADIUM, & STORMWATER OUTFALL MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	ii. <i>Noise-generating stationary equipment associated with proposed commercial and/or office uses, including portable generators, compressors, and compactors shall be enclosed or acoustically shielded to reduce noise-related impacts to noise-sensitive residential uses.</i>	Enclose or shield noise-generating equipment.	RSPU, KPMC, MLS	Project applicant	Prior to issuance of demolition or grading permit; include measures on construction drawings	City of Sacramento Community Development Department
	iii. <i>In order to avoid the exposure of rail noise to onsite future sensitive receptors that would exceed the City of Sacramento exterior noise standards, residential units within Blocks 35, 49 and 50 shall not be placed closer than 190 feet from the centerline of the UPRR rail line.</i>	Locate residential units on Blocks 35, 49 and 50 shall not be placed closer than 190 feet from the centerline of the UPRR rail line.	RSPU, KPMC, MLS	Project applicant	During site plan and design review	City of Sacramento Community Development Department
	4.10-2(b) i. <i>The project applicant shall retain a qualified acoustical consultant to verify that the MLS Stadium architectural and outdoor amplified sound system designs incorporate all feasible acoustical features in order to comply with the City of Sacramento Noise Control Ordinance.</i>	Retain a qualified acoustical consultant to evaluate architectural and outdoor amplified sound system design.	MLS	Project applicant	During site plan and design review	City of Sacramento Community Development Department
	ii. <i>The project applicant shall be required to limit speakers at temporary plaza stages outside the stadium to be no louder than 100 dBA measured five (5) feet from the source.</i>	Limit volume of outdoor speakers.	MLS	Project applicant	During site plan and design review	City of Sacramento Community Development Department
4.10-3: The proposed projects could result in residential interior noise levels of 45 dBA Ldn or greater caused by noise level increases due to project operation.	4.10-3(a) <i>Prior to the issuance of building permits for residential projects within the RSP Area, the City shall require project applicants for residential development to submit a detailed noise study, prepared by a qualified acoustical consultant, to identify design measures necessary to achieve the City interior standard of 45 Ldn in the proposed new residences. The study shall be submitted to the City for review and approval. Design measures such as the following could be required, depending on the specific findings of the noise study: double-paned glass windows facing noise sources; solid-core doors; increased sound insulation of exterior walls (such as through staggered-or double-studs, multiple layers of gypsum board, and incorporation of resilient channels); weather-tight seals for doors and windows; or sealed windows with an air conditioning system installed for ventilation. This study can be a separate report, or included as part of the Noise and Vibration Reduction Plan for the proposed projects. The building plans submitted for building permit approval shall be accompanied by certification of a licensed engineer that the plans include the identified noise-attenuating design measures and satisfy the requirements of this mitigation measure.</i>	Retain a qualified acoustical consultant to prepare a detailed noise study to be submitted to the City. Implement findings of required noise study. Incorporate noise-attenuating design measures into building plans and obtain verification of those incorporated measures from a licensed engineer.	RSPU	Project applicant	During site plan and design review	City of Sacramento Community Development Department
	4.10-3(b) <i>Implement Mitigation Measure 4.10-2(b) to minimize noise from outdoor amplified sound systems.</i>	Retain a qualified acoustical consultant to prepare a detailed noise study to be submitted to the City. Implement findings of required noise study. Incorporate noise-attenuating design measures into building plans and obtain verification of those incorporated measures from a licensed engineer.	MLS	Project applicant	During site plan and design review	City of Sacramento Community Development Department

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Sacramento Railyards Specific Plan Update
KP Medical Center, MLS Stadium, & Stormwater Outfall
Noise and Vibration Impact Report

**TABLE 4-1
SACRAMENTO RAILYARDS SPECIFIC PLAN UPDATE, KP MEDICAL CENTER, MLS STADIUM, & STORMWATER OUTFALL MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
4.10-4: Construction of the proposed projects could expose existing and/or planned buildings, and persons within, to vibration that could disturb people and damage buildings.	4.10-4 <i>Prior to the issuance of any building permit for each phase of project development, the project applicant shall develop a Vibration Reduction Plan in coordination with an acoustical consultant, geotechnical engineer, and construction contractor, and submit the Plan to the City Chief Building Official for approval. The Plan shall include the following elements:</i>	Prepare and submit a Vibration Reduction Plan. Implement vibration avoidance, minimization, and monitoring requirements within the Vibration Reduction Plan.	RSPU, KPMC, MLS	Project applicant	Prior to issuance of a building permit for individual applicable development projects	City of Sacramento Community Development Department
	1) <i>To mitigate vibration, the Plan shall include measures such that surrounding buildings will be exposed to less than 80 VdB and 83 VdB where people sleep and work, respectively, and less than 0.25 PPV for historic buildings to prevent building damage.</i>	Limit vibration during construction.	RSPU, KPMC, MLS	Project applicant	Prior to issuance of a building permit for individual applicable development projects	City of Sacramento Community Development Department
	<i>Measures and controls shall be identified based on project-specific final design plans, and may include, but are not limited to, some or all of the following:</i>					
	1) <i>Buffer distances and types of equipment selected to minimize vibration impacts during construction at nearby receptors in order to meet the specified standards.</i>	Establish buffers around sensitive uses.	RSPU, KPMC, MLS	Project applicant	Prior to issuance of a building permit for individual applicable development projects	City of Sacramento Community Development Department
	2) <i>Implement a vibration, crack, and line and grade monitoring program at existing historic buildings located within 47 feet of construction activities. The following elements shall be included in this program:</i>	Prepare crack monitoring plan for existing historic buildings located within 47 feet of construction activities. Project applicant shall provide City with regular reporting.	RSPU, KPMC, MLS	Project applicant	Prior to issuance of a building permit for individual applicable development projects	City of Sacramento Community Development Department
	a. <i>During building construction:</i>					
	i. <i>The construction contractor shall regularly inspect and photograph crack gauges, maintaining records of these inspections to be included in post-construction reporting. Gauges shall be inspected every two weeks, or more frequently during periods of active project actions in close proximity to crack monitors, such as during the building construction of blocks 23 and 24.</i>	Monitor crack gauges during construction.	RSPU, KPMC, MLS	Project applicant	During construction activities within 47 feet of a historic building	City of Sacramento Community Development Department
	ii. <i>The construction contractor shall collect vibration data from receptors and report vibration levels to the City Chief Building Official on a monthly basis. The reports shall include annotations regarding project activities as necessary to explain changes in vibration levels, along with proposed corrective actions to avoid vibration levels approaching or exceeding the established threshold.</i>	Collect and report vibration data to City Chief Building Official.	RSPU, KPMC, MLS	Project applicant	During construction activities within 47 feet of a historic building	City of Sacramento Community Development Department
	iii. <i>With regards to historic structures, if vibration levels exceed the threshold and monitoring or inspection indicates that the project is damaging the building, the historic building shall be provided additional protection or stabilization. If necessary and with approval by the City Chief Building Official, the construction contractor shall install temporary shoring or stabilization to help avoid permanent impacts. Stabilization may involve structural reinforcement or corrections for deterioration that would minimize or avoid potential structural failures or avoid accelerating damage to the historic structure. Stabilization shall be conducted following the Secretary of Interior Standards Treatment of</i>	Provide additional protection or stabilization of historic structures, as needed.	RSPU, KPMC, MLS	Project applicant	During construction activities within 47 feet of a historic building	City of Sacramento Community Development Department

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Sacramento Railyards Specific Plan Update
KP Medical Center, MLS Stadium, & Stormwater Outfall
Vibration Mitigation and Monitoring Report

**TABLE 4-1
SACRAMENTO RAILYARDS SPECIFIC PLAN UPDATE, KP MEDICAL CENTER, MLS STADIUM, & STORMWATER OUTFALL MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	<p><i>Preservation. This treatment shall ensure retention of the historical resource's character-defining features. Stabilization may temporarily impair the historic integrity of the building's design, material, or setting, and as such, the stabilization must be conducted in a manner that will not permanently impair a building's ability to convey its significance. Measures to shore or stabilize the building shall be installed in a manner that when they are removed, the historic integrity of the building remains, including integrity of material.</i></p> <p>b. <i>Post-construction</i></p> <p>i. <i>The applicant (and its construction contractor) shall provide a report to the City Chief Building Official regarding crack and vibration monitoring conducted during demolition and construction. In addition to a narrative summary of the monitoring activities and their findings, this report shall include photographs illustrating the post-construction state of cracks and material conditions that were presented in the pre-construction assessment report, along with images of other relevant conditions showing the impact, or lack of impact, of project activities. The photographs shall sufficiently illustrate damage, if any, caused by the project and/or show how the project did not cause physical damage to the historic and non-historic buildings. The report shall include annotated analysis of vibration data related to project activities, as well as summarize efforts undertaken to avoid vibration impacts. Finally, a post-construction line and grade survey shall also be included in this report.</i></p> <p>ii. <i>The project applicant (and its construction contractor) shall be responsible for repairs from damage to historic and non-historic buildings if damage is caused by vibration or movement during the demolition and/or construction activities. Repairs may be necessary to address, for example, cracks that expanded as a result of the project, physical damage visible in post-construction assessment, or holes or connection points that were needed for shoring or stabilization. Repairs shall be directly related to project impacts and will not apply to general rehabilitation or restoration activities of the buildings. If necessary for historic structures, repairs shall be conducted in compliance with the Secretary of Interior Standards Treatment of Preservation. The project applicant shall provide a work plan for the repairs and a completion report to ensure compliance with the SOI Standards to the City Chief Building Official and City Preservation Director for review and comment.</i></p>	<p>Prepare crack monitoring and vibration monitoring final report to the City. Include post-construction photographs of cracks, as applicable.</p> <p>Make repairs to damages historic and non-historic buildings caused by project construction, as applicable.</p>	<p>RSPU, KPMC, MLS</p> <p>RSPU, KPMC, MLS</p>	<p>Project applicant</p> <p>Project applicant</p>	<p>Upon completion of construction activities within 47 feet of a historic building</p> <p>Upon completion of construction activities within 47 feet of a historic building</p>	<p>City of Sacramento Community Development Department</p> <p>City of Sacramento Community Development Department</p>

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 Final Construction Mitigation Monitoring and Reporting

**TABLE 4-1
SACRAMENTO RAILYARDS SPECIFIC PLAN UPDATE, KP MEDICAL CENTER, MLS STADIUM, & STORMWATER OUTFALL MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
4.10-5: The residential, non-residential, and mixed-use buildings constructed pursuant to the RSPU could be exposed to vibration levels due to existing rail operations and/or I-5 traffic.	4.10-5(a) <i>The historic structures in the Central Shops Historic District shall be stabilized using methods that would protect against vibration levels identified in the screening analysis (shown in Figure 6.8-3 of the 2007 RSP EIR).</i>	Stabilize historic structures in the Central Shops Historic District.	RSPU	Project applicant	Prior to construction activities within 47 feet of a historic building	City of Sacramento Community Development Department
	4.10-5(b) <i>Prior to design review, the applicant shall have a certified vibration consultant prepare a site-specific vibration analysis for residential uses and historic structures that are within the screening distance (shown in Figure 6.8-3 of the 2007 RSP EIR) for freight and passenger trains or light rail trains. The analysis shall detail how the vibration levels at these receptors would meet the applicable vibration standards to avoid potential structural damage and human annoyance. The results of the analysis shall be incorporated into project design.</i>	Retain a certified vibration consultant to prepare a site-specific vibration analysis for residential and historic structures within the screening distance near rail lines.	RSPU	Project applicant	Prior to design review	City of Sacramento Community Development Department
4.10-6: The proposed projects would result in exposure of people to cumulative increases in construction noise levels.	4.10-6 <i>Implement Mitigation Measure 4.10-1 to minimize noise from outdoor amplified sound systems.</i>	See Mitigation Measure 4.10-1.	See Mitigation Measure 4.10-1.	See Mitigation Measure 4.10-1.	See Mitigation Measure 4.10-1.	See Mitigation Measure 4.10-1.
4.10-7: The proposed projects would contribute to cumulative construction that could expose existing and/or planned buildings, and persons within, to significant vibration.	4.10-7 <i>Implement Mitigation Measure 4.10-4 to minimize noise from outdoor amplified sound systems.</i>	See Mitigation Measure 4.10-4.	See Mitigation Measure 4.10-4.	See Mitigation Measure 4.10-4.	See Mitigation Measure 4.10-4.	See Mitigation Measure 4.10-4.
4.10-9: Implementation of the proposed projects would contribute to cumulative increases in residential interior noise levels of 45 dBA Ldn or greater.	4.10-9(a) <i>Implement Mitigation Measure 4.10-3(a) to minimize noise from outdoor amplified sound systems.</i>	See Mitigation Measure 4.10-3(a).	See Mitigation Measure 4.10-3(a).	See Mitigation Measure 4.10-3(a).	See Mitigation Measure 4.10-3(a).	See Mitigation Measure 4.10-3(a).
	4.10-9(b) <i>Implement Mitigation Measure 4.10-3(b) to minimize noise from outdoor amplified sound systems.</i>	See Mitigation Measure 4.10-3(b).	See Mitigation Measure 4.10-3(b).	See Mitigation Measure 4.10-3(b).	See Mitigation Measure 4.10-3(b).	See Mitigation Measure 4.10-3(b).
4.11 Public Services						
4.11-6: The proposed projects could result in a school located in proximity to existing hazards, specifically railroad tracks.	4.11-6 <i>Prior to school site approval within 1,500 feet of the railroad tracks, the SCUSD shall retain a competent professional to prepare a safety study that assesses cargo manifests, frequency, speed, and schedule of railroad traffic, grade, curves, type and condition of track, need for sound or safety barriers, need for pedestrian and vehicle safeguards at railroad crossings, presence of high pressure gas lines near the tracks that could rupture in the event of a derailment, and preparation of an evacuation plan. Based on this information and the proposed location and design of the school, the study shall demonstrate that the school design and construction would not expose students to risks associated with train accidents. In the event these conditions cannot be satisfied, SCUSD shall proceed in a manner that complies with California Code of Regulations, Title 5, section 14010(d).</i>	Prepare a safety study relative to school sites' proximity to rail lines.	RSPU	SCUSD	Prior to school site approval	City of Sacramento Community Development Department, California Department of Education

RSPU = Railyards Specific Plan Update; KPMC = Kaiser Permanente Medical Center; MLS = Major League Soccer Stadium; SO = Stormwater Outfall

Sacramento Railyards Specific Plan Update
KP Medical Center, MLS Stadium, & Stormwater Outfall
Final EIR and Mitigation Monitoring Report

**TABLE 4-1
SACRAMENTO RAILYARDS SPECIFIC PLAN UPDATE, KP MEDICAL CENTER, MLS STADIUM, & STORMWATER OUTFALL MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
4.11-8: The proposed projects would increase the demand for parks and recreational facilities.	4.11-8 <i>Prior to filing of the final map, the project applicant shall reach agreement with the City on which of the proposed project elements and acreage meet the applicable City parkland dedication requirements. The project applicant shall pay in-lieu fees (Quimby) on the difference in acreage between the City parkland requirement and the amount of parkland the proposed project would supply. The applicant shall pay Park Impact Fees (PIF) or enter into a "turnkey" agreement to construct the park facilities to satisfy its PIF obligation.</i>	Pay in lieu park dedication fees (Quimby). Pay Park Impact Fees or enter into a "turnkey" parkland agreement.	RSPU	Project applicant	Prior to filing of final map	City of Sacramento Community Development Department
4.11-9: The proposed projects would contribute to cumulative increases in demand on City parks and recreational facilities.	4.11-9 <i>Implement Mitigation Measure 4.11-8.</i>	See Mitigation Measure 4.11-8.	See Mitigation Measure 4.11-8.	See Mitigation Measure 4.11-8.	See Mitigation Measure 4.11-8.	See Mitigation Measure 4.11-8.
4.12 Transportation						
4.12-1: The proposed projects could worsen conditions at intersections in the City of Sacramento.	4.12-1(a) <i>i. Implement Event Transportation Management Plan (TMP) to the satisfaction of the City Traffic Engineer and subject to the performance standards set forth within, including:</i> <ol style="list-style-type: none"> Vehicle Queuing on City Streets: Through added intersections capacity and/or traffic management, traffic does not queue back to upstream locations during the Pre-Event peak hour including (but not limited to): <ul style="list-style-type: none"> Northbound 7th Street traffic does not spill back from Railyards Boulevard into the UPRR undercrossing (i.e., queues do not extend any greater than 600 feet from Railyards Boulevard). Westbound North B Street traffic does not spill back from 7th Street to 8th Street Westbound North B Street traffic does not spill back from 8th Street to 12th Street Southbound 7th Street traffic does not spill back to LRT tracks at North B Street Pedestrian Flows: Through pedestrian flow management, pedestrians do not spill out of sidewalks onto streets with moving vehicles, particularly along 7th Street between Richards Boulevard and G Street, Railyards Boulevard between 5th Street and 8th Street, and North B Street between 7th Street and 12th Street. Vehicular Parking: A comprehensive parking plan is implemented that includes (but is not limited to) a reservation system, smartphone parking app, directional signage, real-time parking garage occupancy, etc. that minimizes unnecessary vehicular circulation (while looking for parking) within and adjacent to the RSP Area. Bicycle Parking: Signage is clearly visible to direct bicyclists to MLS Stadium event bicycle parking, which has an adequate supply to accommodate a typical MLS Stadium event. 	Implement Event Transportation Management Plan (TMP) to meet performance standards.	RSPU	Project applicant	TMP approved prior to issuance of certificate of occupancy; implement during operation and during events at the MLS Stadium	City of Sacramento, Community Development Department and Department of Public Works

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**TABLE 4-1
SACRAMENTO RAILYARDS SPECIFIC PLAN UPDATE, KP MEDICAL CENTER, MLS STADIUM, & STORMWATER OUTFALL MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	<p>5. <u>Light Rail Transit</u>: A new light rail station/stop is constructed on 7th Street north of Railyards Boulevard and operational at the time the stadium opens, providing an adequate level of LRT service to meet the Pre- and Post-Event ridership demands.</p> <p>6. <u>Bus/Paratransit</u>: Specific locations are provided to accommodate public buses and paratransit vehicle stops within one block of the MLS Stadium.</p> <p>7. <u>Ridesharing</u>: Specific locations are provided for pick-up / drop-off areas such that taxi, Uber, or similar ridesharing services do not impede overall vehicular or pedestrian flow (including maintaining uncongested conditions along 10th Street to enable emergency vehicle response).</p> <p>8. <u>Truck Staging</u>: Delivery trucks associated with special events do not park or idle along 7th Street, 8th Street, North B Street, or Railyards Boulevard.</p>					
	<p>ii. Each project developed pursuant to the RSPU (including the Land Use Variant) shall pay the applicable fee for the I-5 Subregional Corridor Mitigation Program (SCMP) prior to issuance of building permits.</p>	Pay I-5 Subregional Corridor Mitigation Program (SCMP) fees.	RSPU	Project applicant	Prior to issuance of building permits for individual applicable development projects	City of Sacramento, Community Development Department and Department of Public Works
	<p>iii. Convert existing Dos Rios Street leg at 12th Street/North B Street intersection to a right-turn only intersection that does not operate as part of the traffic signal.</p>	Implement intersection improvements on the Dos Rios Street leg at 12 th Street/North B Street intersection.	RSPU	Project applicant	Prior to issuance of occupancy permits for the MLS Stadium	City of Sacramento, Community Development Department and Department of Public Works
	<p>4.12-1(b) The following measures shall be implemented prior to issuance of the Certificate of Occupancy for Phase 1 of the KP Medical Center.</p>	Pay I-5 Subregional Corridor Mitigation Program (SCMP) fees.	KPMC	Project applicant	Prior to issuance of Certificate of Occupancy for Phase 1 of the KP Medical Center	City of Sacramento Community Development Department and Department of Public Works
	<p>i. Implement Mitigation Measure 4.12-1(a)(i).</p>					
	<p>ii. Implement Transportation Demand Management (TDM) Program.</p>	Implement Transportation Demand Management Program as directed by Mitigation Measure 4.12-1(b)(i).	KPMC	Project applicant	Prior to issuance of Certificate of Occupancy for Phase 1 of the KP Medical Center	City of Sacramento Community Development Department and Department of Public Works
	<p>iii. Widen Railyards Boulevard at 7th Street to provide a dedicated northbound left-turn lane and dedicated southbound right-turn lane. Operate signal with protected northbound left-turn phasing.</p>	Improve Railyards Boulevard/7 th Street intersection.	KPMC	Project applicant	Prior to issuance of Certificate of Occupancy for Phase 1 of the KP Medical Center	City of Sacramento Community Development Department and Department of Public Works
	<p>iv. Coordinate traffic signals on Railyards Boulevard at 5th, 6th, and 7th Streets.</p>	Coordinate traffic signals.	KPMC	Project applicant	Prior to issuance of Certificate of Occupancy for Phase 1 of the KP Medical Center	City of Sacramento Community Development Department and Department of Public Works
	<p>v. Implement either Option 1a, 1b, or Option 1c:</p> <ul style="list-style-type: none"> Option 1a: Extend 5th Street northerly from South Park Street to North B Street. Install traffic signal at the 5th Street/South Park Street intersection. Operate with 5th Street/North B Street intersection with side-street stop-control. Widen eastbound North B Street at 7th Street to include a dedicated left-turn lane and a shared through/right lane and operate east-west approaches with protected left-turn phasing. 	Implement one of the three available options to improve circulation through the RSP Area.	KPMC	Project applicant	Prior to issuance of Certificate of Occupancy for Phase 1 of the KP Medical Center	City of Sacramento Community Development Department and Department of Public Works

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Sacramento Railyards Specific Plan Update
KP Medical Center, MLS Stadium, & Stormwater Outfall
Final Report

**TABLE 4-1
SACRAMENTO RAILYARDS SPECIFIC PLAN UPDATE, KP MEDICAL CENTER, MLS STADIUM, & STORMWATER OUTFALL MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	<ul style="list-style-type: none"> <i>Option 1b: Extend South Park Street easterly from 5th Street and extend 6th Street northerly from South Park Street extension to North B Street. Install traffic signal at the 5th Street/South Park Street intersection. Operate 6th Street/North B Street intersection with side-street stop-control. Widen eastbound North B Street at 7th Street to include a dedicated left-turn lane and a shared through/right lane and operate east-west approaches with protected left-turn phasing.</i> <i>Option 1c: Widen 7th Street/North B Street intersection to consist of a left-turn lane and a shared through/right lane on all approaches. Operate signal with protected left-turn phasing.</i> 					
	4.12-1(c)	Implement Event Transportation Management Plan (TMP) to meet performance standards.	MLS	Project applicant	TMP approved prior to issuance of certificate of occupancy; implement during operation and during events at the MLS Stadium	City of Sacramento, Community Development Department and Department of Public Works
	<i>i. Implement Mitigation Measure 4.12-1(a)(i).</i>					
	<i>ii. Convert existing Dos Rios Street leg at 12th Street/North B Street intersection to a right-turn only intersection that does not operate as part of the traffic signal.</i>	Implement intersection improvements on the Dos Rios Street leg at 12th Street/North B Street intersection.	MLS	Project applicant	Prior to issuance of occupancy permits for the MLS Stadium	City of Sacramento, Community Development Department and Department of Public Works
	<i>iii. Implement Transportation Demand Management (TDM) Program, if required by city code.</i>	Develop and implement Transportation Demand Management (TDM) Program.	MLS	Project applicant	Prior to issuance of occupancy permit	City of Sacramento Community Development Department and Department of Public Works
	<i>iv. Construct South Park Street between 6th Street and 7th Street.</i>	Incorporate into project design and implement roadway construction and improvements.	MLS	Project applicant	Prior to and during project construction and operations	City of Sacramento Community Development Department and Department of Public Works
	<i>v. Construct 6th Street between Railyards Boulevard and North B Street.</i>	Incorporate into project design and implement roadway construction and improvements.	MLS	Project applicant	Prior to and during project construction and operations	City of Sacramento Community Development Department and Department of Public Works
	<i>vi. Install traffic signals at 7th Street/South Park Street, 6th Street/North B Street, Railyards Boulevard/8th Street, and North B Street/8th Street.</i>	Incorporate into project design and implement roadway construction and improvements.	MLS	Project applicant	Prior to and during project construction and operations	City of Sacramento Community Development Department and Department of Public Works
	<i>vii. Widen 7th Street at Railyards Boulevard to provide dedicated northbound and southbound left-turn lanes, and operate signal with protected left-turn phasing.</i>	Incorporate into project design and implement roadway construction and improvements.	MLS	Project applicant	Prior to and during project construction and operations	City of Sacramento Community Development Department and Department of Public Works
	<i>viii. Widen/restripe 7th Street at North B Street to consist of one left-turn lane and one shared through/right lane on all approaches, and operate signal with protected left-turn phasing.</i>	Incorporate into project design and implement roadway construction and improvements.	MLS	Project applicant	Prior to and during project construction and operations	City of Sacramento Community Development Department and Department of Public Works
4.12-2: The proposed projects could worsen conditions on freeway facilities maintained by Caltrans.	4.12-2 <i>Implement Mitigation Measure 4.12-1(a)(ii).</i>	See Mitigation Measure 4.12-1(a)(ii).	RSPU,KPMC,MLS	See Mitigation Measure 4.12-1(a)(ii).	See Mitigation Measure 4.12-1(a)(ii).	See Mitigation Measure 4.12-1(a)(ii).
4.12-3: The proposed projects could worsen vehicle queuing at off-ramps on I-5.	4.12-3 <i>Implement Mitigation Measure 4.12-1(a)(ii).</i>	See Mitigation Measure 4.12-1(a)(ii).	RSPU,KPMC,MLS	See Mitigation Measure 4.12-1(a)(ii).	See Mitigation Measure 4.12-1(a)(ii).	See Mitigation Measure 4.12-1(a)(ii).
4.12-6: The proposed projects could adversely affect existing or planned pedestrian facilities or fail to provide for access for pedestrians.	4.12-6 <i>Implement Mitigation Measure 4.12-1(a)(i).</i>	See Mitigation Measure 4.12-1(a)(i).	MLS	See Mitigation Measure 4.12-1(a)(i).	See Mitigation Measure 4.12-1(a)(i).	See Mitigation Measure 4.12-1(a)(i).

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SACRAMENTO RAILYARDS SPECIFIC PLAN UPDATE, KP MEDICAL CENTER, MLS STADIUM, & STORMWATER OUTFALL MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
4.12-7: The proposed projects could cause construction-related traffic impacts.	<p>4.12-7 <i>Before issuance of grading permits for the project site, the project applicants shall prepare a detailed Construction Traffic Management Plan that will be subject to review and approval by the City Department of Public Works, in consultation with Caltrans, affected transit providers, and local emergency service providers including the City of Sacramento Fire and Police departments. The plan shall ensure that acceptable operating conditions on local roadways and freeway facilities are maintained. At a minimum, the plan shall include:</i></p> <ul style="list-style-type: none"> • <i>The number of truck trips, time, and day of street closures</i> • <i>Time of day of arrival and departure of trucks</i> • <i>Limitations on the size and type of trucks, provision of a staging area with a limitation on the number of trucks that can be waiting</i> • <i>Provision of a truck circulation pattern</i> • <i>Identification of detour routes and signing plan for street closures</i> • <i>Provision of driveway access plan so that safe vehicular, pedestrian, and bicycle movements are maintained (e.g., steel plates, minimum distances of open trenches, and private vehicle pick up and drop off areas)</i> • <i>Maintain safe and efficient access routes for emergency vehicles and transit</i> • <i>Manual traffic control when necessary</i> • <i>Proper advance warning and posted signage concerning street closures</i> • <i>Provisions for pedestrian and bicycle safety</i> <p><i>A copy of each construction traffic management plan shall be submitted to local emergency response agencies and transit providers, and these agencies shall be notified at least 30 days before the commencement of construction that would partially or fully obstruct roadways.</i></p>	Prepare Construction Traffic Management Plan with sufficient detail, and consult with identified public and private agencies. Submit a copy of each construction traffic management plan to local emergency response agencies and transit providers.	RSPU, KPMC, MLS	Project applicant	Prior to issuance of building permits for individual development projects	City of Sacramento Department of Public Works, Caltrans, affected transit providers, and local emergency service providers including City of Sacramento Fire and Police Departments.
4.12-8: The proposed projects could contribute to cumulatively unacceptable intersection operations in the City of Sacramento.	<p>4.12-8(a) <i>i. Implement Mitigation Measure 4.12-1(a)(i)</i> <i>ii. Implement Mitigation Measure 4.12-1(a)(ii).</i></p>	See Mitigation Measures 4.12-1(a)(i) and 4.12-1(a)(ii).	RSPU	See Mitigation Measures 4.12-1(a)(i) and 4.12-1(a)(ii).	See Mitigation Measures 4.12-1(a)(i) and 4.12-1(a)(ii).	See Mitigation Measures 4.12-1(a)(i) and 4.12-1(a)(ii).
	<p>4.12-8(b) <i>i. Implement Mitigation Measure 4.12-1(a)(ii)</i> <i>ii. Implement Mitigation Measure 4.12-1(b)(ii).</i></p>	See Mitigation Measures 4.12-1(a)(ii) and 4.12-1(b)(ii).	KPMC	See Mitigation Measures 4.12-1(a)(ii) and 4.12-1(b)(ii).	See Mitigation Measures 4.12-1(a)(ii) and 4.12-1(b)(ii).	See Mitigation Measures 4.12-1(a)(ii) and 4.12-1(b)(ii).
	<p>4.12-8(c) <i>i. Implement Mitigation Measure 4.12-1(a)(i)</i> <i>ii. Implement Mitigation Measure 4.12-1(c)(iii).</i></p>	See Mitigation Measures 4.12-1(a)(i) and 4.12-1(c)(iii).	MLS	See Mitigation Measures 4.12-1(a)(i) and 4.12-1(c)(iii).	See Mitigation Measures 4.12-1(a)(i) and 4.12-1(c)(iii).	See Mitigation Measures 4.12-1(a)(i) and 4.12-1(c)(iii).
4.12-9: The proposed projects could worsen cumulative conditions on freeway facilities maintained by Caltrans.	<p>4.12-9 <i>Implement Mitigation Measure 4.12-1(a)(ii).</i></p>	See Mitigation Measure 4.12-1(a)(ii).	RSPU, KPMC	See Mitigation Measure 4.12-1(a)(ii).	See Mitigation Measure 4.12-1(a)(ii).	See Mitigation Measure 4.12-1(a)(ii).

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

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
4.12-10: The proposed projects could worsen vehicle queuing at off-ramps on I-5 under cumulative conditions.	4.12-10 <i>Implement Mitigation Measure 4.12-1(a)(ii).</i>	See Mitigation Measure 4.12-1(a)(ii).	RSPU, KPMC, MLS	See Mitigation Measure 4.12-1(a)(ii).	See Mitigation Measure 4.12-1(a)(ii).	See Mitigation Measure 4.12-1(a)(ii).
4.12-13: The proposed projects could adversely affect existing or planned pedestrian facilities or fail to provide for access for pedestrians under cumulative conditions.	4.12-13 <i>Implement Mitigation Measure 4.12-1(a)(i).</i>	See Mitigation Measure 4.12-1(a)(i).	MLS	See Mitigation Measure 4.12-1(a)(i).	See Mitigation Measure 4.12-1(a)(i).	See Mitigation Measure 4.12-1(a)(i).
4.12-14: The proposed projects could cause construction-related traffic impacts under cumulative conditions.	4.12-14 <i>Implement Mitigation Measure 4.12-7.</i>	See Mitigation Measure 4.12-7.	RSPU, KPMC, MLS	See Mitigation Measure 4.12-7.	See Mitigation Measure 4.12-7.	See Mitigation Measure 4.12-7.
4.13 Utilities						
4.13-7: The proposed projects would contribute to cumulative increases in demand for water supply and treatment.	4.13-7 <i>In order to ensure that sufficient capacity would be available to meet cumulative demands, the City shall implement, to the extent needed in order to secure sufficient supply, one or more of the following:</i> a. <i>Maximize Water Conservation</i> b. <i>Implement New Water Diversion and/or Treatment Infrastructure</i> c. <i>Implement Additional Groundwater Pumping</i>	Implement, to the extent needed in order to secure sufficient water supply, one or a combination of the actions listed in Mitigation Measure 4.13-7.	RSPU	City of Sacramento	To be determined by the City based on citywide water demand and supply	City of Sacramento Public Works Department

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SACRAMENTO VALLEY STATION AREA PLAN

Exhibit B, Mitigation Monitoring Plan

The following mitigation measures from the Railyards Specific Plan Environmental Impact Report (2007 RSP EIR) and/or Railyards Specific Plan Update Subsequent Environmental Impact Report (2016 RSPU SEIR) shall be implemented for the Sacramento Valley Station (SVS) Area Plan project:

Air Quality

2016 RSPU SEIR

- Mitigation Measure 4.2-2(a) (RSPU, KPMC, MLS, SO)
- Mitigation Measure 4.2-2(b) (RSPU, KPMC, MLS, SO)
- Mitigation Measure 4.2-2(c) (RSPU, KPMC, MLS, SO)
- Mitigation Measure 4.2-2(d) (RSPU)

Biological Resources

2016 RSPU SEIR

- Mitigation Measure 4.3-2(a)
- Mitigation Measure 4.3-2(b)
- Mitigation Measure 4.3-4
- Mitigation Measure 4.3-6
- Mitigation Measure 4.3-8
- Mitigation Measure 4.3-9

Cultural Resources

2016 RSPU SEIR

- Mitigation Measure 4.4-1(a)
- Mitigation Measure 4.4-1(c)
- Mitigation Measure 4.4-7

Hazards and Hazardous Materials

2007 RSP EIR

- Mitigation Measure 6.6-2

2016 RSPU SEIR

- Mitigation Measure 4.8-1 (RSPU, West Jibboom only, SO)
- Mitigation Measure 4.8-7 (RSPU, KPMC, MLS, SO)

Noise

2016 RSPU SEIR

- Mitigation Measure 4.10-1 (RSPU, KPMC, MLS)
- Mitigation Measure 4.10-2(a) (RSPU, KPMC, MLS)
- Mitigation Measure 4.10-3(a) (RSPU)
- Mitigation Measure 4.10-4 (RSPU, KPMC, MLS)
- Mitigation Measure 4.10-5 (RSPU)

Public Services

2007 RSP EIR

- Mitigation Measure 6.9-1
- Mitigation Measure 6.9-2
- Mitigation Measure 6.10-10

2016 RSPU SEIR

- Mitigation Measure 4.11-6 (RSPU)
- Mitigation Measure 4.11-8 (RSPU)

Transportation/Traffic

2016 RSPU SEIR

- Mitigation Measure 4.12-1(a)(ii-iii) (RSPU)
- Mitigation Measure 4.12-7 (RSPU, KPMC, MLS)

Utilities and Service Systems

2007 RSP EIR

- Mitigation Measure 6.11-1
- Mitigation Measure 6.11-2
- Mitigation Measure 6.11-8

2016 RSPU SEIR

- Mitigation Measure 4.13-7

The following mitigation measures from the Sacramento Valley Station Area Plan Addendum and Environmental Checklist shall be implemented for the SVS Area Plan project:

Air Quality

- **Mitigation Measure AIR-1**

Prior to site plan and design review approval, the City or project applicant shall conduct a Health Risk Assessment that will characterize the operational health risk from sources within the Area Plan. The City Planning Office shall verify that design recommendations identified to mitigate any significant health risk impacts, in the required health risk assessment, have been incorporated in the project design.

Noise

- **Mitigation Measure NOI-1**

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

SACRAMENTO VALLEY STATION AREA PLAN PROJECT MITIGATION MONITORING PLAN (MMP)

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
<p>The proposed project could result in health risk impacts from sources in the Area Plan to existing and future receptors.</p>	<p>Mitigation Measure AIR-1: Prior to site plan and design review approval, the City or project applicant shall conduct a Health Risk Assessment that will characterize the operational health risk from sources within the Area Plan. The City Planning Office shall verify that design recommendations identified to mitigate any significant health risk impacts, in the required health risk assessment, have been incorporated in the project design.</p>	<p>Conduct a Health Risk Assessment for sources within the Area Plan, as outlined in Mitigation Measure AIR-1</p>	<p>Project applicant</p>	<p>Prior to approval of site plan and design review</p>	<p>City of Sacramento Community Development Department</p>
<p>Operation of the proposed project could result in a substantial permanent increase in ambient exterior noise levels in the project vicinity.</p>	<p>Mitigation Measure NOI-1: As the Area Plan proposes residential uses on Lot 40 adjacent to the UPRR rail line, Mitigation Measure 4.10-2(a).iii shall be extended to Lot 40. This measure requires that residential units not be placed closer than 190 feet from the centerline of the UPRR rail line in order to avoid the exposure of rail noise to onsite future sensitive receptors that would exceed the City of Sacramento exterior noise standards.</p>	<p>Ensure that no residential units are placed closer than 190 feet from the centerline of the UPRR rail line</p>	<p>Project applicant</p>	<p>Prior to issuance of building permits</p>	<p>City of Sacramento Community Development Department</p>