



Exhibit A

Development Services Department

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**ADDENDUM TO RAILYARDS SPECIFIC PLAN EIR-SCH#2006032058**

The City of Sacramento, California, a municipal corporation, does hereby prepare, make declare, and publish the Addendum to the Railyards Specific Plan (RSP) EIR-SCH#2006032058, certified on 12/11/2007, for the following described project:

The RSP EIR analyzes a series of development proposals in the Project Level Area of the Draft Railyards Specific Plan (Specific Plan) consisting of approximately 86 acres that include part of the Depot District, Central Station, Fifth Street Emporium, and the Sports and Entertainment District. The Project Level Area is proposed to to be redeveloped with a mixture of residential, cultural, retail, entertainment, public, and office uses. The EIR also analyzes City-sponsored public improvements and facilities related to the development of the Sacramento Intermodal Facility (SITF). One of the public improvements analyzed was a new water transmission line to serve the new development . During Track Relocation design, the alignments of major new utility lines and of existing utility relocations through the project site have been laid out. It has been determined to be more efficient and cost effective to install a 42" water transmission line through the Railyards and Intermodal area now instead of protecting in-place existing 2-30", 100-year old water lines, which are reaching the point where they would need to be replaced.

The City of Sacramento, Development Services Department, has reviewed the proposed project and on the basis of the whole record before it, has determined that there is no substantial evidence that the project, as identified in the attached addendum, would have a significant effect on the environment beyond that which was evaluated in the Railyards Specific Plan Center EIR-SCH#2006032058 . This addendum to the certified EIR has been prepared pursuant to Title 14, Section 15164 of the California Code of Regulations; the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

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

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

Date:

1/28/10

By:

Ellie Buford

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**Project Location:** The "Railyards Specific Plan" area is approximately 240 acres located in the Central City/Downtown area of the City of Sacramento. The project area is east of Interstate 5 and south of the American River. The project site is comprised of Assessor's Parcel Numbers (APN) 002-0010-035, -037, -039, -041, -043; 001-0210-013,-016, 006-0023-006.

**Project Subject to Addendum:**

The project involves the installation of approximately 3,500 linear feet of 42-inch diameter water pipeline. The pipe material would be either welded steel, concrete cylinder, or ductile iron pipe.

The proposed water transmission line would extend from the Sacramento Water Treatment Plant south along the Bercut Road alignment and the west side of the Central Shops Boiler Shop, cross under the rail corridor, continue south on the west side of the proposed new Intermodal terminal site and then turn east south of the existing Depot to 5<sup>th</sup> Street where it would connect to an existing water transmission line. The Track Relocation project would handle all the construction, including tie ins and abandonments.

The majority of the pipe would be constructed using an open trench method. An excavator digs a trench that would be approx. 68" wide and 122" deep. The depth of the pipe may vary in order to accommodate existing and future infrastructure. An 8-inch deep bedding of rock is placed at the bottom of the trench, the pipe is laid on the bedding and the initial backfill of crushed rock is placed around the pipe and 8-inch over the pipe. Dirt removed from the excavation can be used to complete backfilling the trench or importation of additional crushed rock in place of using dirt. The trench backfill would be compacted to at least 90% relative compaction in order to prevent surface sags. In areas that are paved, the pavement would be replaced with equal pavement sections or as specified by the Department of Transportation.

A section of pipeline that cross existing or future railroad tracks would require the pipe to be placed within a casing pipe. If the railroad tracks can't be removed to install a casing, then the casing would be installed using a construction method called jack and bore. Casing would be approx 54-inch diameter. Valves, blow offs, air relief valves, access manways, and corrosion test stations would also be constructed as part of the pipeline construction. Prior to connecting the pipe to the City water system, the pipe would be pressure tested for leaks and disinfected.

**Addendum Findings:**

An Addendum to a certified EIR may be prepared if only minor technical changes or additions are required, and none of the conditions identified in CEQA Guidelines Section 15162 occurred. The following identifies the conditions set forth in section 15162 as they relate to the project.

- 1. No substantial changes are proposed in the project which would require major revisions of the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.**

A portion of the proposed waterline would be installed in an area that has not yet undergone the required remediation. Construction measures including a slurry wall would provide worker safety in this area. Additionally the Department of Toxic Substances requires that the management of contaminated soils must occur in accordance with local, state and federal laws and regulations.

2. **No substantial changes have occurred with respect to circumstances under which the project is undertaken that would require major revisions of the EIR due to the involvement of new significant environmental effect or a substantial increase in the severity of previously indemnified significant effects.**

The installation of a 42" water transmission line through the Railyards and Intermodal area now instead of protecting in-place existing 2-30", 100-year old water lines would not be considered a new significant impact or substantially increase the severity of the impacts such as construction noise impacts identified in the EIR.

3. **No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the EIR was certified as complete or adopted, shows any of the following:**

- a) **The project will have one or more significant effects not discussed in the EIR;**
- b) **Significant effects previously examined will be substantially more severe than shown in the EIR;**
- c) **Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative, or;**
- d) **Mitigation measures or alternatives which are considerable different from those analyzed in the EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.**

The current project proposes similar actions for the same geographic area as was evaluated in the EIR. No new information of substantial importance to the consideration of the environmental effects of the project, as referenced in the CEQA Guidelines, has been identified.

**Based on the above analysis, this Addendum to the EIR has been prepared.**