
APPENDICES

Appendix A

Notice of Preparation (NOP)



NOTICE OF PREPARATION

65th Street Station Area Environmental Impact Report

Public Review Period: May 16, 2008 to June 16, 2008

The City of Sacramento, Department of Transportation will be the Lead Agency for the preparation of an Environmental Impact Report (EIR) for the 65th Street Station Area project (proposed project). The California Environmental Quality Act (CEQA), guidelines section 15082, states that once a decision is made to prepare an EIR, the lead agency must prepare a Notice of Preparation (NOP) to inform all responsible agencies of that decision. The purpose of the NOP is to provide responsible agencies and interested persons with sufficient information describing the proposed project and its potential environmental effects to enable them to make a meaningful response as to the scope and content of the information to be included in the EIR. This NOP is being released to solicit comments on the scope of the EIR for the proposed project. The responses to this NOP will help the City of Sacramento determine the scope of the EIR and ensure an appropriate level of environmental review.

The 65th Street Station Area project area is located in the eastern part of the City of Sacramento (see Site Location figure at the bottom of page 2). It is bounded by the Union Pacific Railroad (UPRR) right-of-way and Folsom Boulevard to the north, Power Inn Road to the east, 14th Avenue to the south, and 59th Street to the west. The California State University, Sacramento (CSUS) campus and the American River are north of the project area, Granite Regional Park and commercial office uses are east of the project area, and established residential neighborhoods lie to the south and west. Major regional roadways and national highways bisect the study area including U.S. Highway 50 (US 50); Folsom Boulevard, which intersects State Highway 16 north of Granite Regional Park; 65th Street; and Power Inn Road/Howe Avenue. Rail lines that bisect the study area include Union Pacific and Regional Transit's Gold Line.

The study area is in an area of Sacramento that is in transition. Commercial and industrial uses that have dominated much of the area in the past are gradually being replaced by higher density housing and retail/commercial uses. As this transition continues, the City recognizes that additional transit and transportation planning in this area is critical to ensuring that the transportation facilities operate adequately and efficiently and are designed to include all modes of transportation. The proposed project seeks to provide a transportation plan to support other plans in the area including the 65th Street/University Transit Village Plan and the South 65th Street Area Plan.

The proposed project will consider three separate transportation network options that include distinct vehicle, bicycle, pedestrian, and transit components. The first scenario, Scenario A (refer to Figures 1 and 2), is based on implementation of previously approved plans, such as the Southeast Area Transportation Study (SEATS). Under this scenario no additional transportation improvements beyond those already set forth in approved plans would be implemented. Scenarios B (refer to Figures 3 and 4) and C (refer to Figures 5 and 6) are based on identical land use assumptions within the study area (e.g., development of Transit Oriented Development, or TOD). Under Scenarios B and C, specific roadway, bicycle, pedestrian, and transit improvements different from those discussed in Scenario A are analyzed. Scenarios B and C would require right-of-way acquisition at various locations depending on the improvement. All three scenarios will be evaluated at an equal level in the EIR. The main differences between the three transportation networks being analyzed for this project are as follows:

- The number of lanes assumed on Folsom Boulevard, particularly for the UPRR undercrossing.
- Number of lanes assumed on Elvas Avenue
- The location and treatment of vehicle/bicycle/pedestrian connections between Redding and Ramona Avenue.
- The location and treatment of vehicle/bicycle/pedestrian connections from the northern study area boundary into the CSUS campus.

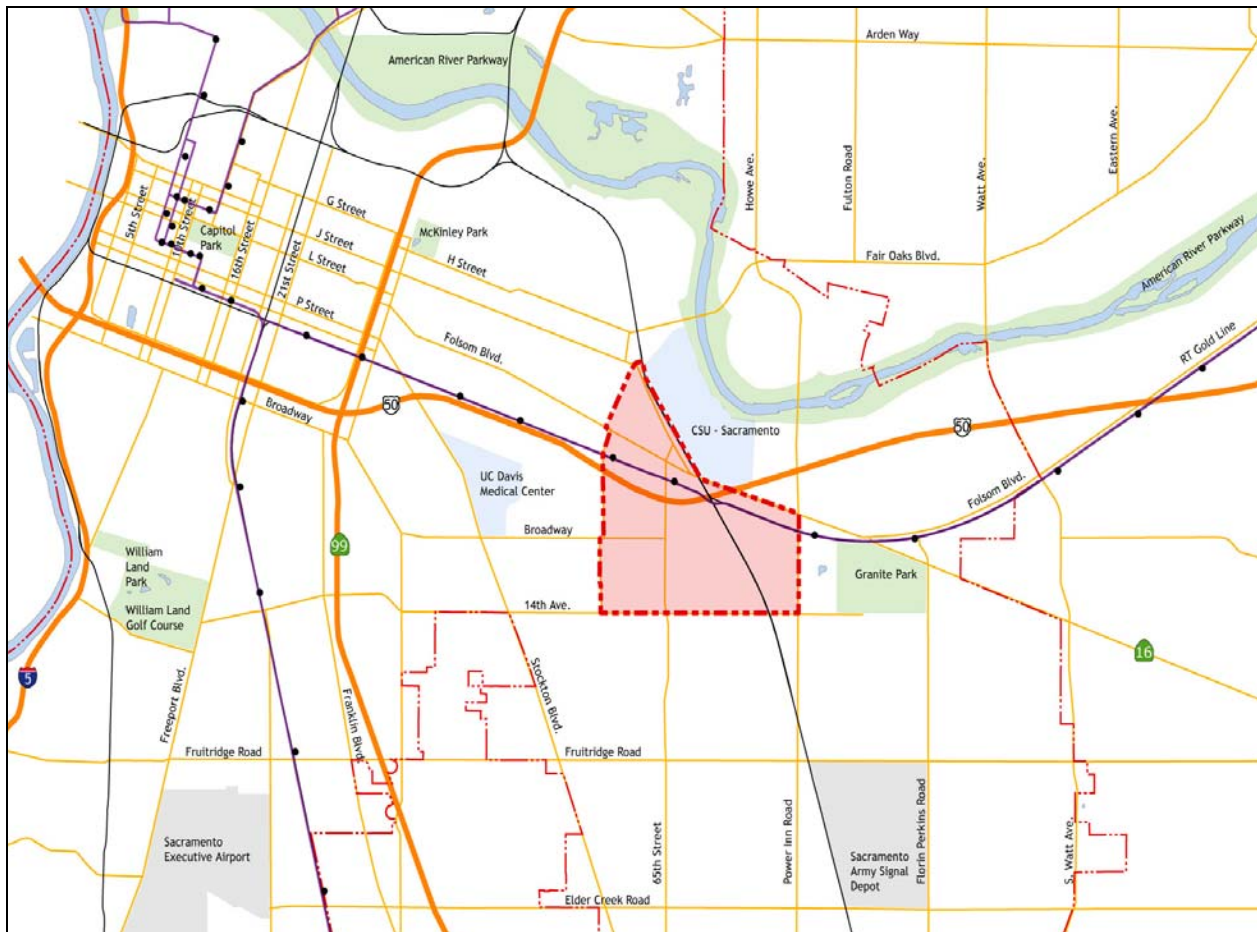
Implementation of any of the three scenarios described above may result in potentially significant environmental impacts. The EIR will provide a project-specific evaluation of the environmental effects of the proposed project, pursuant to Section 15161 of the CEQA Guidelines. The City anticipates that the following issue areas will be addressed in the EIR: Air Quality, Noise, and Transportation and Circulation. An Initial Study appended to the EIR will discuss those issues that are not anticipated to have significant environmental effects.

A public scoping meeting will be held to take comments on the scope of the EIR on Monday, June 2, 2008, from 6 p.m. to 8 p.m. at the SMUD Customer Service Center, Rubicon Room, located at 6301 S Street, Sacramento, California, 95817. Responsible Agencies and members of the public are invited to attend to get more information about the project and to provide input on the scope of the EIR.

To ensure that all issues related to this proposed project are addressed and that all significant issues are identified, written comments and suggestions concerning the scope of the proposed EIR are invited from all interested parties. Written comments must be received at the following address no later than **5:00 p.m. on June 16, 2008.**

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New City Hall
915 I Street, 2nd Floor
Sacramento, CA 95814
Tel: (916) 808-2996
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Site Location



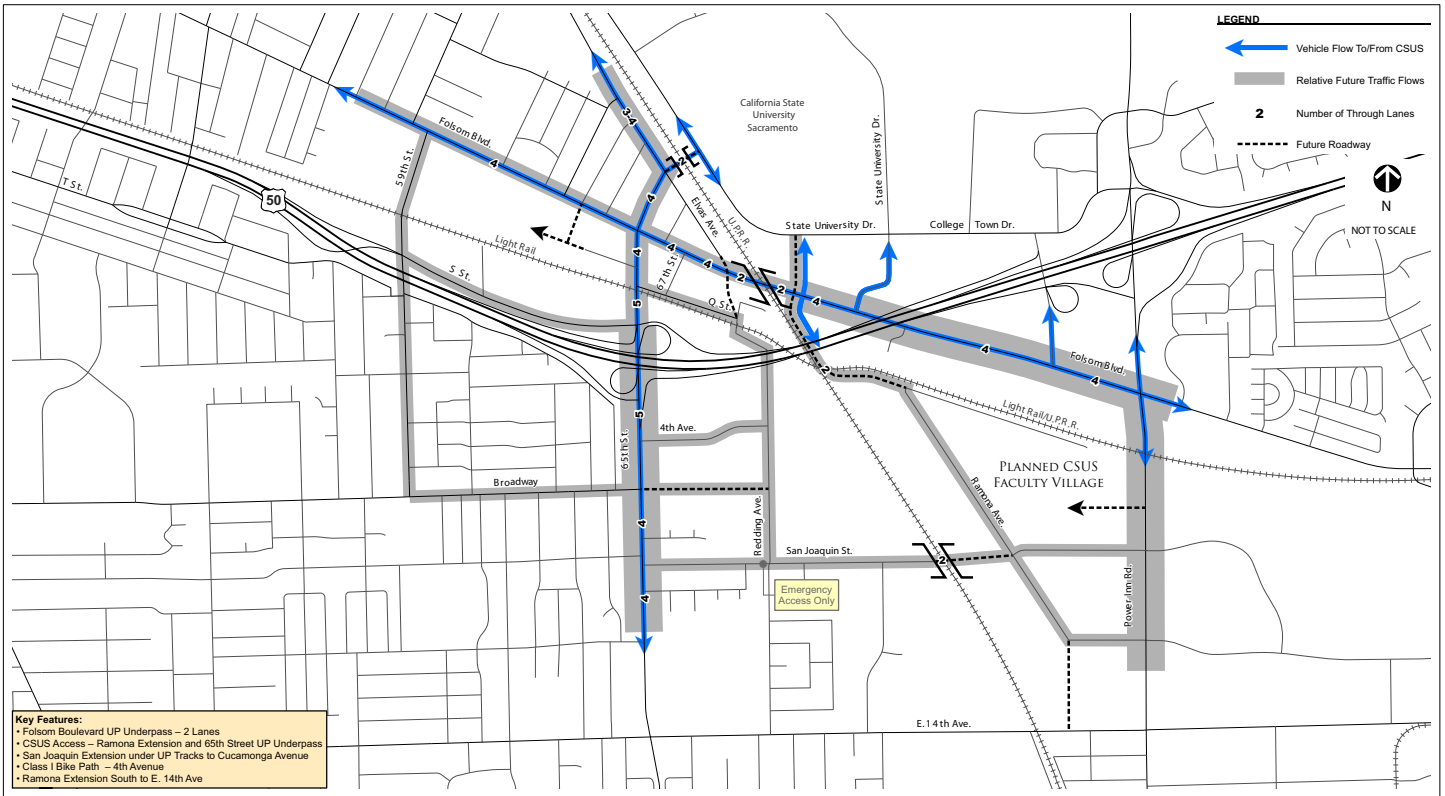


Figure 3
SCENARIO B - ROADWAY NETWORK

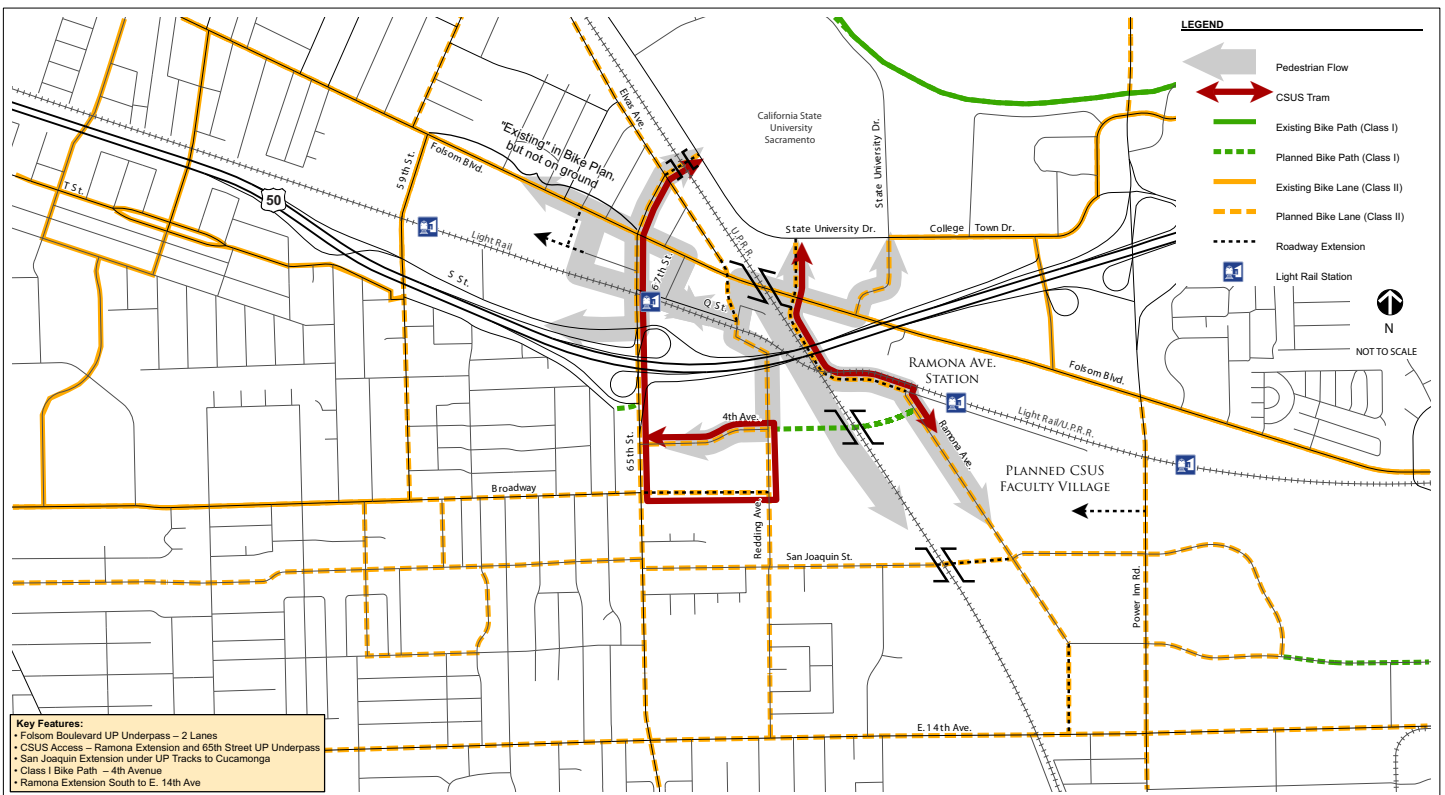


Figure 4
SCENARIO B - BICYCLE, PEDESTRIAN, AND TRANSIT NETWORK

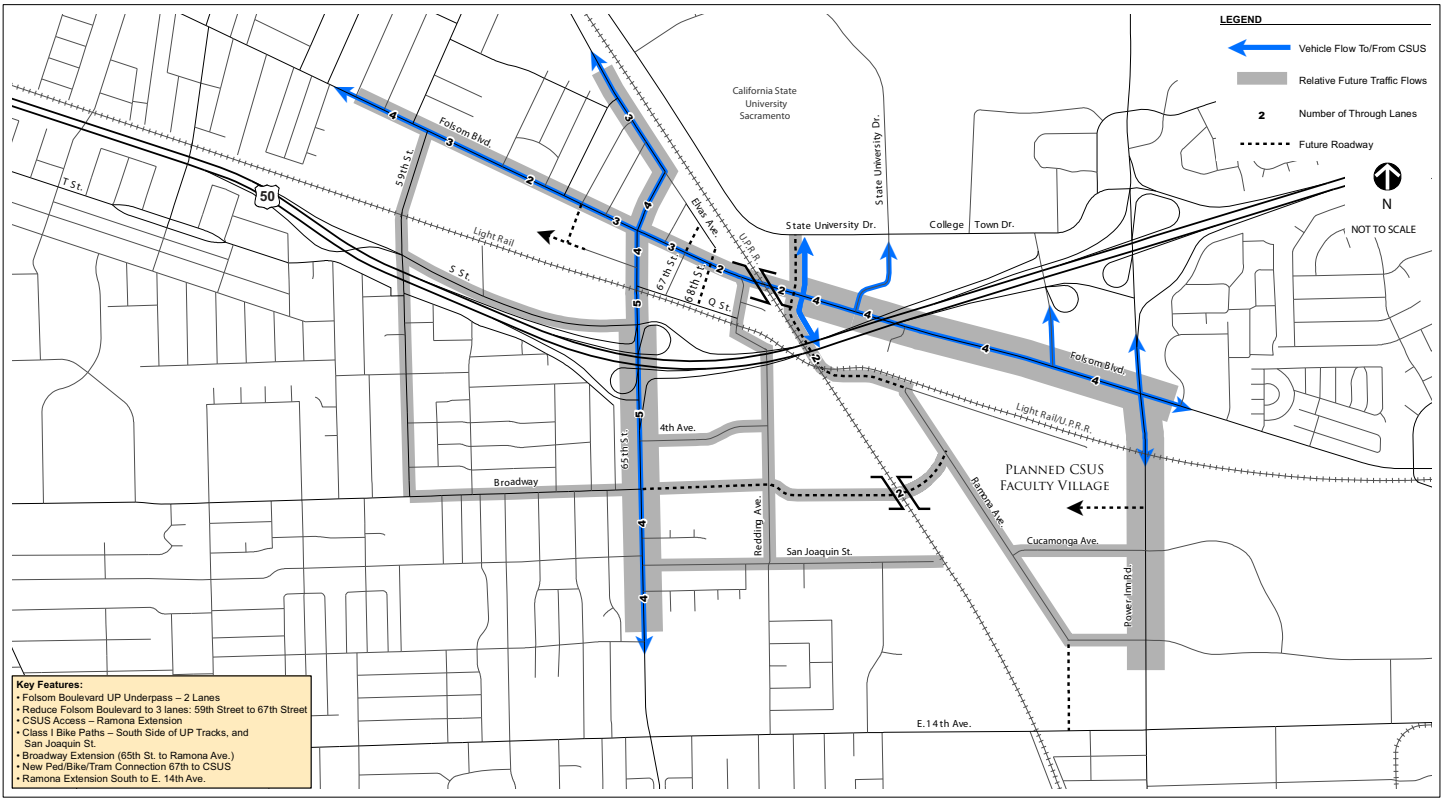


Figure 5
SCENARIO C - ROADWAY NETWORK

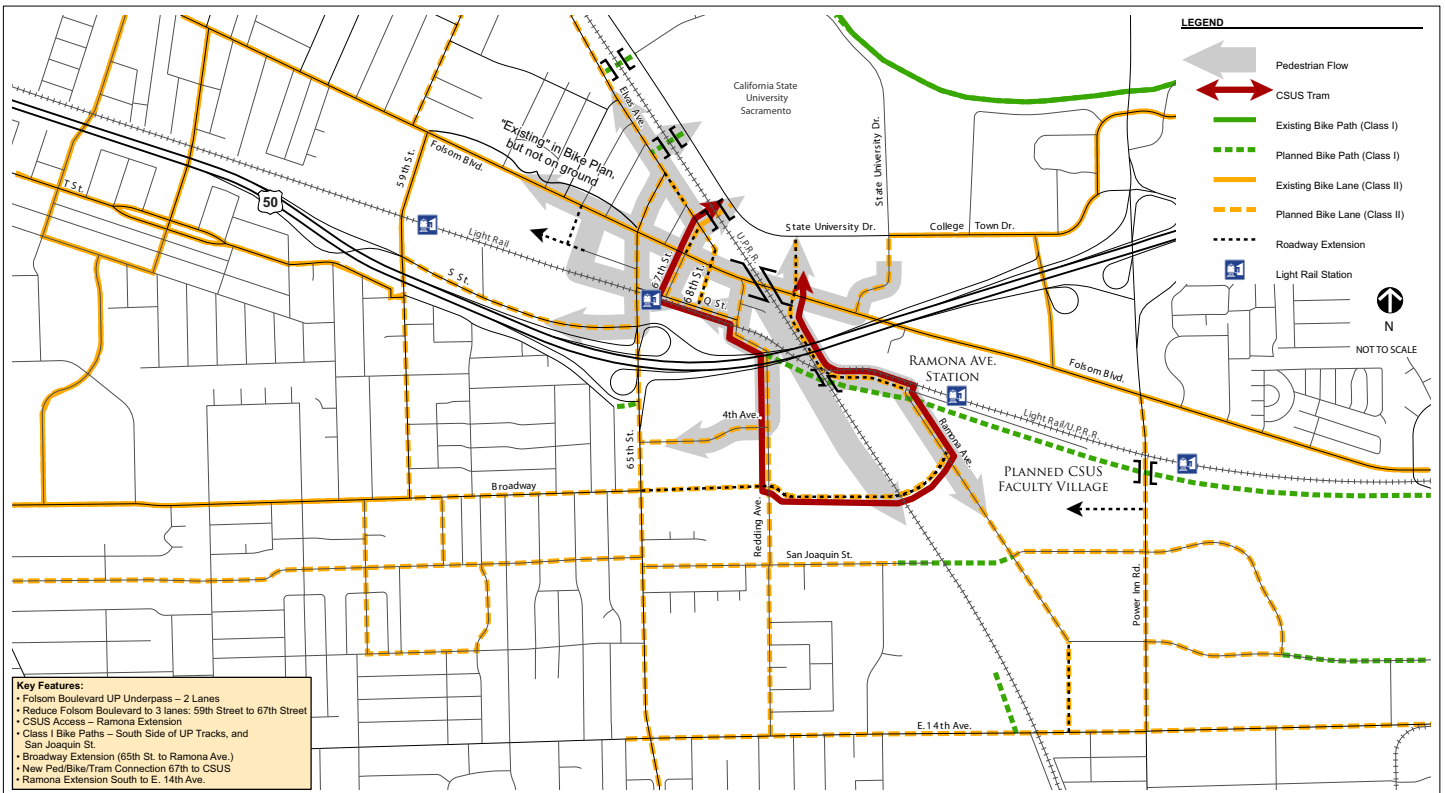


Figure 6
SCENARIO C - BICYCLE, PEDESTRIAN, AND TRANSIT NETWORK