

DATE: July 5, 2017

TO: Interested Persons

FROM: Scott Johnson, Associate Planner
Community Development Department

RE: **NOTICE OF PREPARATION OF A SUPPLEMENT TO THE 2035
GENERAL PLAN MASTER ENVIRONMENTAL IMPACT REPORT TO
ADDRESS PROPOSED CHANGES TO PLANNED ROADWAY
IMPROVEMENTS IN THE NORTH NATOMAS COMMUNITY PLAN
AREA**

COMMENT PERIOD

July 5 through August 4, 2017

INTRODUCTION

The City of Sacramento (City) is the Lead Agency for preparation of a Supplement to the 2035 General Plan Master Environmental Impact Report (MEIR, SCH #2012122006) to address revisions to the Mobility Element of the 2035 General Plan, the North Natomas Community Plan, and the North Natomas Financing Plan to eliminate the future connection of Natomas Crossing Drive between East Commerce Way and El Centro Road, and to convert the Gibraltar Street/White Eagle Lane Connection between Beretania Way and Windsong Street from a local road to a paved trail.

The City of Sacramento certified the Master EIR and adopted the 2035 General Plan EIR on March 3, 2015. The Supplemental EIR (SEIR) to be prepared by the City will focus on new impacts and/or more severe impacts resulting from the proposed project. Written comments regarding the issues that should be covered in the SEIR are invited.

The SEIR is being prepared in compliance with the California Environmental Quality Act (CEQA). Under CEQA, upon deciding to prepare an EIR, the City as lead agency must issue a Notice of Preparation (NOP) to inform trustee agencies, the public, and responsible agencies of that decision. The purpose of the NOP is to provide information describing the project and its potential environmental effects to those who may wish to comment regarding the scope and content of the information to be included in the EIR. Agencies should comment on such information as it relates to their statutory responsibilities in connection with the project.

The proposed project description, location, and environmental issue areas that could be affected by the proposed project are described below. The SEIR will evaluate the potentially significant environmental impacts of the proposed project, on both a direct and cumulative basis, identify mitigation measures that may be feasible to lessen or avoid such impacts, if available, and identify alternatives to the proposed project.

PROJECT LOCATION/SETTING

The 2035 General Plan Mobility Element identifies transportation improvements throughout the City, including the North Natomas Community Plan area. The improvements identified for North Natomas are included in the North Natomas Financing Plan covers most of the North Natomas Community Plan (see Figure 1). The NNFP area extends from Interstate 80 on the south to Elkhorn Boulevard to the north, and to the east of El Centro Road and to the west of Natomas Boulevard/Truxel Road. Two components of the NNFP would be revised under the proposed project, as shown in Figure 2. The first would eliminate a future connection of Natomas Crossing Drive between East Commerce Way and El Centro Road. The second would convert the Gibraltar Street/White Eagle Lane Connection between Beretania Way and Windsong Street from a local road to a paved trail.

PROJECT DESCRIPTION

The North Natomas Financing Plan is a blueprint for infrastructure financing within the portion of the North Natomas community located within the City of Sacramento. The Financing Plan includes funding for major roads, signals and bridges, as well as other infrastructure. The City proposes to revise the General Plan Circulation Diagram and North Natomas Community Plan and to update the Financing Plan to reflect the proposed changes as follows:

- Elimination of the portion of Natomas Crossing Drive between East Commerce Way and El Centro Road. This future roadway extension is shown as an arterial roadway on the Citywide Circulation Diagram in the General Plan.
- Conversion of the Gibraltar Street/White Eagle Lane Connection between Beretania Way and Windsong Street from a local road to a paved trail for use only by bicycles and pedestrians.

With these changes, any costs related to those improvements will be eliminated from the Financing Plan.

In order to implement the proposed project, it will be necessary to make revisions to the 2035 General Plan Mobility Element. Specifically, the Citywide Circulation Diagrams (including Figures M3 and M4) and the North Natomas Community Plan Conceptual Transit Corridors Map (Figure NN-4) would be amended to reflect the changes described above. In addition, Figure M1, *Vehicle Level of Service Exception Areas*,

and General Plan Policy M.1.22 may need to be revised to add roadway segments that could operate at LOS E or F as a result of the proposed project. The Bikeway Master Plan and 2035 General Plan Master EIR may also need to be amended.

ANTICIPATED ACTIONS

The following actions would be taken by the City Council in order to implement the proposed project:

- Certify that the 2035 Master EIR as supplemented by the SEIR adequately addresses the significant effects of the proposed project pursuant to CEQA and the CEQA Guidelines;
- Amend the Mobility Element of the 2035 General Plan as described above.
- Amend the North Natomas Community Plan Conceptual Transit Corridors Map.
- Amend the North Natomas Financing Plan.

ENVIRONMENTAL EFFECTS AND SCOPE OF THE SEIR

Under CEQA Guidelines Section 15162, a Subsequent EIR must be prepared if any the following conditions are met:

1. Substantial changes are proposed in the project which would require major revisions of the previous EIR or negative declaration due to the involvement of new significant effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken, which would require major revisions of the previous EIR or negative declaration due to the involvement of new significant effects or a substantial increase in the severity of previously identified significant effects; or
3. 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 previous EIR was certified, as complete or the negative declaration was adopted, shows any of the following:
 - a) The project would have new or more significant effects not discussed in the previous EIR or negative declaration;
 - b) Significant effects previously examined would be substantially more severe than shown in the previous 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 proposed proponents decline to adopt the mitigation measures or alternative; or
 - d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adapt the mitigation measure or alternative.

Section 15163 of the CEQA Guidelines states:

- (a) The Lead or Responsible Agency may choose to prepare a supplement to an EIR rather than a subsequent EIR if:
 - (1) Any of the conditions described in Section 15162 would require the preparation of a subsequent EIR, and
 - (2) Only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.

The proposed project requires changes to the 2035 General Plan Mobility Element, which would constitute changes to the General Plan necessitating revision to the Master EIR. Specifically, the proposed project would eliminate a roadway connection in the Natomas community, which would divert future traffic to other roadways in the project vicinity. As a result, traffic congestion could increase on these roads and one or more roadway segments might operate at LOS E or F, which would not meet adopted City standards. The particular revisions and impacts will be determined based on the traffic study prepared for the SEIR, but they are anticipated to be limited to the Mobility Element and Section 4.12, Transportation and Circulation, of the Master EIR. Therefore, the City has determined that a Supplement to the 2035 General Plan Master EIR is the appropriate CEQA document for the proposed project.

The proposed project is not anticipated to alter the conclusions of the Master EIR in any impact area other than transportation. No new development or facilities would be planned or constructed as a result of the proposed project. Rather, because it would remove funding for a planned future roadway connection, the proposed project would reduce the extent of impacts related to facilities construction. For these reasons, the SEIR will focus solely on transportation impacts.

SUBMITTING COMMENTS

Comments and suggestions as to the appropriate scope of analysis in the EIR are invited from all interested parties. Written comments or questions concerning the EIR for the proposed project should be directed to the City's environmental project manager at the following address by 5:00 p.m. on August 4, 2017. Please include the commenter's full name and address.

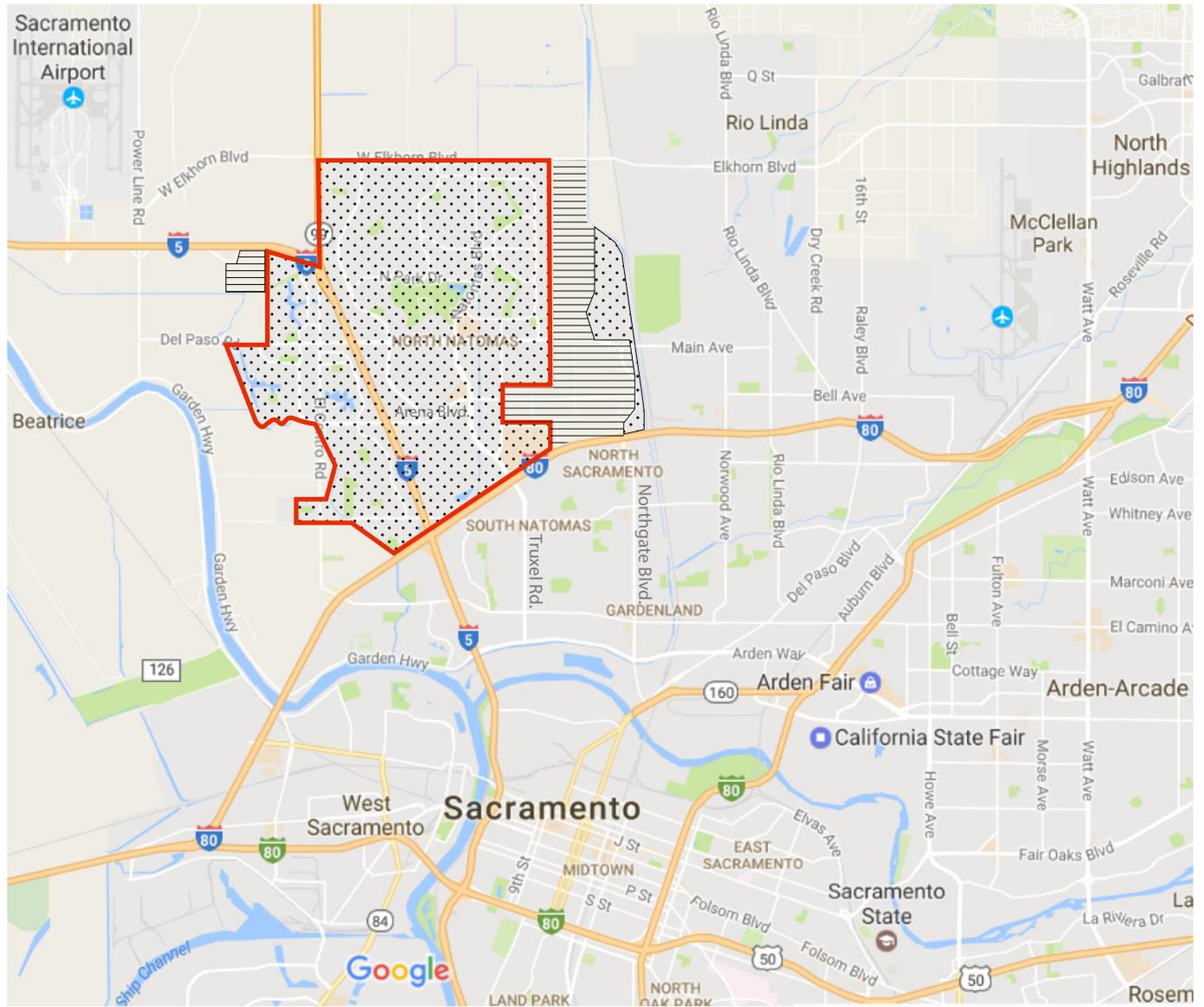
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Attachments

Figure 1 North Natomas Financing Plan Boundaries

Figure 2 Project Location



- North Natomas Finance Plan Boundary
- North Natomas Community Plan
City of Sacramento
- North Natomas Community Plan
County of Sacramento

Figure 1

**North Natomas
Financing Plan Area**

No Scale

SOURCE: Economic & Planning Systems, Inc., May 2009; Google Maps, 2017.



Figure 2

Project Location



No Scale

SOURCE: DKS Associates, May 2017.