

Todd Smith, Planning Director

Planning and Environmental
Review



Troy Givans, Director

Department of Community
Development

County of Sacramento

**COUNTY OF SACRAMENTO
PLANNING AND ENVIRONMENTAL REVIEW
NOTICE OF PREPARATION**

JULY 28, 2025

TO: ALL INTERESTED PARTIES

SUBJECT: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE GRANDPARK TRAILS SPECIFIC PLAN (CONTROL NUMBER: PLNP2025-00023)

Sacramento County will be the CEQA Lead Agency for preparation of an Environmental Impact Report (EIR) for a project known as the GRANDPARK TRAILS SPECIFIC PLAN (GTSP). This Notice of Preparation (NOP) has been sent to responsible and trustee agencies and involved federal agencies pursuant to Section 15082 of the CEQA Guidelines. Agencies should comment on the scope and content of the environmental information that is germane to the agencies' statutory responsibilities in connection with the proposed project. Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but not later than 30 days after the date noted above on this notice.

The project description, location, and the probable environmental effects are contained in the attached materials and may also be viewed online at:

<https://planning.saccounty.gov/PlansandProjectsIn-Progress/Pages/GrandPark-Trails-Specific-Plan.aspx>

Please send your Agency's response to this Notice to:

Julie Newton, Environmental Coordinator
Planning and Environmental Review
827 7th Street, Room 225, Sacramento, CA 95814

or via e-mail at: CEQA@saccounty.gov.

Your response should include the name of a contact person in your agency.

Agencies with specific questions about the project should contact Alison Little, Senior Planner, at (916) 874-8620 for further information.

COMMENT PERIOD

The County requests your comment on or before August 26, 2025

SCOPING MEETINGS:

Two scoping meetings have been scheduled for the proposed project. Interested parties and agency representatives are invited to learn more about the proposed project and submit comments and suggestions concerning the analysis in the EIR.

Agency Scoping Meeting
Tuesday, August 12, 2025, 9:00 – 10:00 AM
Location: Virtual Meeting via Microsoft Teams
Meeting ID: 223 218 139 472 4
Passcode: of3cX9iH
Phone: 916-245-8966 | Conference ID: 550 534 130#

Public Scoping Meeting
Tuesday, August 12, 2025, 6:30 – 7:30 PM
Location: Virtual Meeting via Microsoft Teams
Meeting ID: 259 534 383 775 7
Passcode: Hm9xA2n2
Phone: 916-245-8966 | Conference ID: 404 068 159#

PROJECT TITLE: GRANDPARK TRAILS SPECIFIC PLAN

CONTROL NUMBER: PLNP2025-00023

PROJECT PROPONENT(S)

Owner:

Brookfield Natomas LLC
2271 Lava Ridge Court, Suite 220
Roseville, CA 95661
(916) 783-1177
John.Norman@brookfieldrp.com
ATT: Mr. John Norman

Applicant:

Brookfield Natomas LLC
2271 Lava Ridge Court, Suite 220
Roseville, CA 95661
(916) 783-1177
John.Norman@brookfieldrp.com
ATT: Mr. John Norman

Engineer: Wood Rodgers; Planner: Dahlin Group

BACKGROUND

On April 28, 2016, Sacramento County issued a Notice of Preparation (NOP) initiating environmental review for the North Precinct Specific Plan. A revised NOP was issued on December 18, 2017. The planning area covered by the North Precinct Specific Plan was later renamed as the GrandPark Specific Plan planning area.

In early 2025, the County received two applications for specific plans and associated legislative approvals covering properties within the former GrandPark Specific Plan planning area: The Grandpark Grandpark Trails Specific Plan (submitted by Brookfield Natomas LLC) and the GrandPark Southwest Specific Plan (submitted by Ose Properties, Inc, and Demeter Development.) The two applications propose a process by which the County would proceed with two independent specific plans proposed by the two applicants, respectively, each with independent utility. On February 25, 2025, the County Board of Supervisors approved moving forward with the preparation of two distinct and independent specific plans within the original GrandPark Specific Plan planning area, with each preparing its own Environmental Impact Report.

The properties controlled by Brookfield are included in the new approximately 3,517-acre Grandpark Trails Specific Plan, and the properties controlled by Ose and Demeter are included in the new 1,871-acre GrandPark Southwest Specific Plan area. Taken together, the two plans would provide comprehensive planning for the entirety of the County's previously-identified Natomas North Precinct Planning Area, with the exception of a 287-acre property (Assessor's Parcel Number 201-0110-027) within the Grandpark Trails Specific Plan that had been included in the original land use planning efforts but was subsequently transferred to the Natomas Basin Conservancy which has requested that the property be removed from the plan area.

As proposed by the applicants, each of the two Specific Plans would be a stand-alone project, capable of development independently. In other words, the land uses proposed in each plan could be developed based upon the infrastructure and services provided for in that plan, regardless of whether the other is approved and developed. Neither plan would be the first step toward the other, and each plan, if approved, could be developed without reliance upon the approval and development of the other plan. Moreover, an approval of one plan would not cause or facilitate the approval and development of the other plan, and one plan would not be a foreseeable consequence of the prior approval of the other. Each plan would be prepared by the respective applicants to have utility independent of the other plan.

At the direction of the County, the County and the applicant teams will coordinate on common technical issues, such as drainage and hydrology, transportation and circulation, water and wastewater, and similar issues. These efforts will include the sharing of information related to the phasing of infrastructure where required. Each project will prepare its own public infrastructure financing plan (PFFP) and will ensure that common infrastructure, if any, will be coordinated in a manner that addresses equitable financial contributions to the costs of shared infrastructure, as necessary. Each plan will include options for potential infrastructure connections, such as development of a roadway connecting the two plan areas, that could be implemented if the adjacent plan is approved by the Board of Supervisors, but these options are not required for successful development of each respective plan.

The planning and environmental review processes will ensure that (i) the two plans can be implemented separately and will operate independently of one another even if they rely upon certain shared infrastructure and (ii) neither plan will be a foreseeable consequence or precursor to the others. Because each plan will have independent utility, each will be the subject of a complete EIR that discloses the significant impacts of the project. Because each of these plans is reasonably foreseeable, the cumulative impacts analysis in each of the EIRs will consider the impacts of the other plan in its analysis. Specifically, in addition to the CEQA-required analysis of cumulative impacts, the County intends to augment the CEQA document with a localized cumulative analysis which will specifically disclose any unique effects that could occur in the event that both plans are approved and developed.

PROJECT DESCRIPTION AND LOCATION:

The Grandpark Trails Specific Plan (proposed project or GTSP) is a proposed approximately 3,517-acre mixed-use community located in unincorporated northwestern Sacramento County, within

the Natomas Joint Vision Overlay Area. The Plan Area is situated north of Elkhorn Boulevard and the City of Sacramento, east of Highway 99, south of Sutter County, and west of East Levee Road, Steelhead Creek, and the unincorporated communities of Rio Linda and Elverta. The site lies three miles east of Sacramento International Airport and is located approximately seven miles northwest of downtown Sacramento. The Plan Area is in proximity to several approved or developing growth areas, including the Metro Air Park to the west, the Northlake PUD and North Natomas Community Plan Area to the south, the Elverta and Elverta North Specific Plans to the east, and the Sutter Pointe Specific Plan to the north. The Grandpark Trails Specific Plan is being processed in parallel with the adjacent GrandPark Southwest Specific Plan, which lies immediately south and west of the GTSP area.

The Plan Area is included within the Natomas Joint Vision Overlay Area in the Sacramento County General Plan, which identifies the project area within a “study area” for future growth.

The Plan Area is currently designated Agricultural Cropland in the General Plan and is located outside of both the County’s Urban Services Boundary (USB) and Urban Policy Area (UPA). The proposed project would amend the USB and UPA to include the entire Plan Area (±3,517 acres) (see **Plates NOP-1** and **NOP-2**) and would redesignate the Plan Area to Grandpark Trails Specific Plan (see **Plate NOP-3**).

The proposed project would amend the Zoning Diagram to change the Zoning Designations in the Plan Area (±3,517 acres) to Grandpark Trails Specific Plan (GSSP) for the Applicants’ properties (±2,396 acres). Owners of property within the plan area who have not actively funded the specific plan entitlement process (“Non-Participating Properties”) (±1,120.8 acres) would retain their existing zoning of AG-80 (with a Flood Combining Zone for a portion of those non-participating properties) (reference **Plate NOP-4**). Table NOP-1 shows the breakdown of the various land uses and zoning designations.

The GTSP proposes a broad mix of land uses, including residential, commercial, mixed-use, public/quasi-public, parks, and open space. The Specific Plan would accommodate up to 16,056 residential units across a range of densities, including Estate, Low, Medium, Medium High, and High Density Residential. The Plan also includes approximately 1.2 million square feet of commercial and mixed-use development, which would provide neighborhood- and community-serving retail and services, as well as employment opportunities. Four K–8 school sites are identified within the Plan Area, located adjacent to centrally located neighborhood parks to allow for joint use and walkable access. Parks and open space would comprise approximately 1,369 acres (nearly 40 percent of the total Plan Area), organized around the “Grand Parkway”, a multi-purpose community open space spine that also serves as a flood-control corridor, and linear green spaces (referred to as armatures in the Specific Plan) that connect neighborhoods to the Grand Parkway through Class I trails and bike/pedestrian linkages. In addition, the circulation system within the Grandpark Trails Specific Plan would be based on a modified grid pattern designed to promote connectivity, traffic dispersion, and multi-modal access. The design would minimize wide arterial streets in favor of multiple connections throughout neighborhoods, providing access for pedestrians, cyclists, and vehicles. The major backbone roads within the Plan Area total approximately 197 acres. Reference **Plate NOP-5** for the proposed land use plan.

The proposed project would include a General Plan Amendment to revise the Land Use Diagram, Transportation Plan Diagram, and Active Transportation Plan to incorporate the Plan Area and its planned circulation network (reference **Plates NOP-6** and **NOP-7**). A Rezone and adoption of the Grandpark Trails Specific Plan zoning district would establish specific development standards, permitted uses, and design guidelines for the area. The project also includes a Water Supply Master Plan, Public Facilities Financing Plan, and Water Supply Assessment in compliance with Senate Bill 610 (California Water Code section 10910). Future implementing entitlements anticipated for the project include large and small lot subdivision maps and Design Review.

The Plan Area is located within the Twin Rivers Unified School District (TRUSD) and Elverta Joint Elementary School District (EJESD). Utility services would be provided by Sacramento Municipal Utility District (SMUD), Pacific Gas & Electric Company (PG&E), Sacramento Area Sewer District (Sac Sewer), Sacramento County Water Agency (SCWA) or another water purveyor, and the Sacramento County Department of Water Resources (DWR). Drainage and flood protection services would be coordinated with Reclamation District No. 1000 (RD 1000). The project may require extensions of the spheres of influence and then annexations to these service providers and/or creation of new service zones, as needed. Emergency services are proposed to be provided through the Sacramento County Sheriff's Office and either a contract with the City of Sacramento Fire Department or the Sacramento Metropolitan Fire District.

PROPOSED SERVICES

Dry Utilities and Electrical Infrastructure

The dry utility infrastructure that is proposed for the GTSP area consists of electrical, natural gas, telecommunications, and broadband services. Each system would be designed to be able to serve the GTSP area without requiring other development proposals to be implemented.

Electrical Infrastructure

Sacramento Municipal Utility District (SMUD), the local electric utility provider within the greater Sacramento area, would provide electric service to the GTSP. SMUD currently has 69 kV power lines on the south side of Elkhorn Boulevard (outside the Plan Area) and the north side of Elverta Road.

The development of the GTSP area is anticipated to require two (2), possibly three (3) electrical substations served by 69 kV power lines. Underground electrical distribution lines would be extended from each of the electrical substations to each of the individual parcels within the Plan Area in conjunction with roadway improvements or as phasing requirements dictate. Street lighting, traffic signal power, and other ancillary power facilities would be provided along public street frontages as part of the roadway frontage improvements. Electric and street light facilities would be constructed to the County's standards at the time of construction.

Natural Gas Infrastructure

Pacific Gas & Electric Company (PG&E) provides natural gas service upon request and in accordance with the rules and tariffs of the California Public Utilities Commission. PG&E's long-range plans provide for the availability of natural gas service to accommodate increased demand from new development. Delivery of gas service to individual projects in the GTSP area would be reviewed by PG&E at the time of actual development proposals.

Telecommunication Infrastructure

AT&T provides telecommunication service to the greater Sacramento area. Distribution lines to individual parcels would be extended from existing infrastructure adjacent to the GTSP in accordance with the phased development of the community. AT&T would review delivery of services to individual projects at the time of actual development proposals.

Broadband Infrastructure

Comcast provides cable and internet service to the greater Sacramento area. Comcast distribution lines would be extended from existing or existing adjacent infrastructure to the GTSP area in accordance with the phased development of the community. Comcast would review delivery of services to individual projects at the time of actual development proposals.

Joint Utility Trench Infrastructure and Public Utility Easements

Dry utility facilities (electric, natural gas, telecommunications, and cable/internet facilities) would be extended throughout the individual development areas in joint trenches located within public utility easements and/or within road rights-of-way. Any above-ground boxes and utilities would be located within the public utility easements.

Water Supply and Service

The GTSP is proposed to be served by a new conjunctive use potable water system, that would utilize a combination of surface water and groundwater to meet the water demands of the project. The water supply and distribution system would be designed to meet the demands of the project and would not require other neighboring development plans for successful implementation.

This new potable water system would be developed to meet State of California and U.S. Environmental Protection Agency (EPA) safe drinking water standards and current water conservation requirements. The GTSP water supply program would provide the new community with a highly reliable, robust, resilient, sustainable, and safe water supply.

The GTSP area would either acquire water service from an adjacent water purveyor, a water purveyor new to the area, or the Sacramento County Water Agency. The project applicant is currently investigating options for a water supply purveyor in coordination with the County.

As part of conjunctive use, groundwater under the GTSP would be treated to meet drinking water standards and utilized during the early phases of development and in the future when surface water supplies may be limited. The proposed groundwater pumping program has undergone an initial review and was determined to be compliant with the requirements of the Sustainable Groundwater Management Act of 2014 and the recently approved North American Subbasin (NASb) Groundwater Sustainability Plan.

This approach described in this section would result in a water supply and delivery system that would not require the development of other projects or improvements in connection with those projects, including GrandPark Southwest Specific Plan.

Water System Infrastructure

As part of the water supply system, a new turnout from the existing Natomas Central Mutual Water Company (NCMWC) Pritchard Lake Diversion Facility is proposed to be constructed to service the GTSP. The Pritchard Lake Diversion Facility is located on the river side of Garden Highway approximately one mile north of Elkhorn Boulevard. Portions of the Diversion Facility and associated supply infrastructure would be constructed in phases to accommodate varying development scenarios and schedules.

A raw surface water conveyance system consisting of a booster pumping station and a large diameter raw water transmission pipeline is proposed to be constructed on the land side of the river levee to convey the diverted river flows to a new off-site surface water treatment plant located along Elverta Road between Power Line Road and Highway 99. Treated surface water would be delivered to the GTSP through a treated water conveyance pipeline. These deliveries would be distributed via on-site water storage tanks, mixed with treated groundwater when appropriate, and then conveyed throughout the development through the on-site water transmission and distribution system.

A maximum of eight groundwater wells are planned to be constructed throughout the GTSP area (seven production wells and one backup well) to meet the long-term needs of the community. These wells

would be strategically located and dispersed throughout the development to minimize pumping interference between other GTSP wells and existing wells in the project vicinity.

The on-site water system infrastructure is planned to include water transmission lines that connect on and off-site water supply infrastructure to the two proposed water tank sites strategically distributed across the community in the northern and the southern portions of the GTSP area. Each of the two tank sites would also include one of the previously mentioned wells. Groundwater treatment would occur at each well location and treated groundwater would be pumped directly into the GTSP treated water system allowing for direct use and/or storage at one of the tank sites. The tank sites would include booster pump stations to pressurize stored water prior to entering the community's treated water transmission system. Treatment of the groundwater would be in compliance with California's State Water Resources Control Board Division of Drinking Water (DDW) standards.

Whether supplied with surface water or groundwater, or a combination thereof, the on-site conjunctive use system would deliver potable water from a series of surface and groundwater supplies, treatment facilities, and water storage tanks through a system of water transmission and distribution mains to residential, commercial, and institutional customers in the community. The water system would be an independent stand-alone system to meet potable and fire flow demands throughout the development area.

The GTSP or the water purveyor would contract directly with NCMWC for the provision of raw water for the GTSP regardless of whether the GrandPark Southwest Specific Plan pursues a similar arrangement. The conversion of the existing NCMWC surface water rights to permit M&I surface water deliveries to the GTSP area is anticipated to take time to complete. In the interim, the initial stages of development would be served through an on-site groundwater system consisting of a series of wells, treatment, and storage facilities, as described above. For the initial phase of development, the potable water system would consist of a minimum of two wells (including treatment facilities) to provide for redundancy. As development expands, so will the number of wells and treatment facilities to meet the growing demand for potable water. The initial years of development would be supplied solely by groundwater.

Once NCMWC completes the conversion of its surface water rights to permit the delivery of surface water to the Plan Area for M&I purposes, the surface water infrastructure described above would be planned, designed, permitted, and constructed. After reaching that milestone, the water purveyor would operate a conjunctive system that will include the option of using surface and/or groundwater to meet demands.

Sanitary Sewer

A stand-alone sewer collection and conveyance system would be implemented to serve the GTSP area. Sewer service to the GTSP area would be provided by the Sacramento Area Sewer District (SacSewer). SacSewer would provide collection and trunk main services within the urbanized lands, and interceptor, treatment, and disposal services from the Plan Area's connection to the Upper Northwest Interceptor (UNWI) to the Sacramento Regional County Sanitation District (Regional San) wastewater treatment plant. Urbanized lands within the project would be annexed by SacSewer prior to the initiation of development within the GTSP.

On-Site Sewer Infrastructure

The sewer collection and trunk lines would generally follow the proposed street pattern and generally flow in a southerly direction to connect with SacSewer's UNWI located within Elkhorn Boulevard. The existing UNWI Turnout Structure at Elkhorn and Natomas Boulevards includes a connection to serve

the GTSP area. Two additional connections may be constructed at existing interceptor manholes east of that junction.

An on-site trunk sewer system is needed for the development of the GTSP. The sewer system would include a series of sewer trunk mains and lift stations along the respective sewer alignments. GTSP would be supported by a shallow sewer system with up to five sewer lift stations.

Off-Site Sewer Infrastructure

Since the first phases of development would likely occur along the Elverta Road, it may not be practical to construct downstream facilities in the initial phase of development to provide direct access to the point of connection with UNWI located along the Elkhorn Boulevard corridor. If this condition exists during the initial stages of development of the project, an off-site sewer force main may be utilized to deliver the sewer flows to the UNWI at an upstream location.

This option would route an interim sewer force main to the east along Elverta Road, and then south on El Rio Avenue, east on W Delano Street, south on Elwyn Avenue, west on West U Street, south on El Rio Avenue, and southeast on Marysville Boulevard toward Elkhorn Boulevard. The alternative also includes two optional alignments, including a path that extends from Elverta Road and south on Elwyn, and a path that extends from Elverta Road, south on El Rio Avenue to Marysville Boulevard. Other alignments could traverse through non-participating landowner parcels.

Stormwater Management and Flood Control

Stormwater Management Strategy

Forming the foundation of the GTSP stormwater management strategy is the Grand Parkway and its Armatures. These stormwater management and water quality features create an open space system that visibly integrates this critical infrastructure into the community.

The GTSP area is located within the Natomas Basin which generally drains from the north in a southwesterly direction towards the confluence of the Sacramento and American Rivers. Stormwater in the Natomas Basin travels through a series of agricultural lands, earthen drainage ways, irrigation canals, and concrete lined canals prior to being discharged into the Sacramento River at the southern end of the Basin.

The overall stormwater management strategy and land plan have been developed such that each landowner addresses its stormwater detention requirements within its respective land holdings. The individual stormwater management systems then connect into the armatures and overall conveyance system. The overall system is self-contained within the GTSP. This strategy provides an independent system for GTSP and results in a stormwater management approach that does not rely on other developments or improvements that are not within the context of the GTSP project.

Urban Drainage Infrastructure

Each of the neighborhoods within the GTSP would individually capture and attenuate stormwater runoff in a series of on-site detention and water quality basins that ultimately discharge to the Grand Parkway. These features are located within the neighborhood Armatures.

The lowest elevation detention basin in each neighborhood – generally located directly adjacent to or closest to the Grand Parkway – would include a water quality treatment facility (a dry basin) that would complement the overall urban water quality and Low Impact Development (LID) strategy and would conform with Sacramento County stormwater requirements.

Stormwater would be discharged from the on-site detention and water quality basins into the Grand Parkway at flow rates dictated by RD 1000. The discharged drainage flows would meet local and regional discharge regulations. RD 1000 would convey and pump treated urban runoff from the development area to the Sacramento River.

Grand Parkway

The Grand Parkway would be seamlessly integrated into the community by the construction of a wide embankment that would confine the floodwaters within the Parkway. The embankment is designed to be integrated into the development, providing a transparent transition between flood protection and the community. The Grand Parkway is planned to incorporate a number of features that would allow for views, recreation, natural surveillance, and ease of maintenance.

Drainage occurs from north-to-south and crosses Elverta Road through a series of proposed culverts. The culverts would discharge on the south side of Elverta into the continuation of the Grand Parkway.

In accordance with the tiered drainage study requirements of County DWR, as individual development phases are proposed, each phase would prepare a drainage analysis for its proposed development. This analysis would demonstrate that adequate flood storage would be provided by each development phase within the Grand Parkway, mitigating potential flooding impacts caused by such a development phase on up- or downstream parcels or non-participant properties. As part of this approach, relocation, modification and continued operations of the RD 1000 canal system would be addressed on a phase-by-phase basis to avoid impacts to other agricultural uses within the overall project area.

Flood Protection

The GTSP area is currently protected against external flood threat from the surrounding rivers and creeks by a system of levees around the perimeter of the Natomas Basin. These levees are currently being improved and strengthened by the United States Army Corps of Engineers (USACE) and Sacramento Area Flood Control Agency (SAFCA), a joint powers agency tasked with overseeing flood protection efforts in the City and County of Sacramento, including the Natomas Basin, to provide more than 200-year storm protection. The external levee system is now and would continue to be operated and maintained by RD 1000. RD 1000 provides regional drainage and flood protection services throughout the Basin. The RD 1000 system is primarily an agricultural drainage system that serves the majority of the Natomas Basin and the urbanized areas of South and North Natomas. This project will be paying fees to further bolster the financing of future improvement efforts and maintenance.

SAFCA is the lead local agency charged with implementing the Natomas Levee Improvement Program (NLIP) in order to restore 100-year level flood protection in the near term and ultimately provide 200-year urban level flood protection (ULOP) to the Natomas Basin. The operations and maintenance of these levee facilities are the responsibility of RD 1000. SAFCA serves as a key linkage and source of coordination between federal and local efforts to increase flood protection in the Natomas Basin.

Given the regional and national importance of the Sacramento region, Congress has appropriated \$1.3 billion for the NLIP and local assessments have been approved by property owner vote. SAFCA has worked with USACE to improve and strengthen the Natomas Basin levee system and anticipates meeting the SB 5 deadline to achieve 200-year ULOP by the end of this year.

The GTSP area's flood protection plan provides an additional and highly reliable, robust, and sustainable flood protection system that exceeds the federal 100-year level flood protection requirements by providing protection to withstand a wide variety of storm events. The construction of the Grand Parkway would provide more flood storage and detention than currently exists within the

GBSP area, and as a result, it would provide an increased level of flood protection to the downstream portions of the RD 1000 system in the City of Sacramento.

Solid Waste

The Sacramento County Department of Waste Management and Recycling would provide solid waste collection and disposal services (garbage, recycling, and green waste services). Sacramento County operates Kiefer Landfill located near Kiefer Boulevard and Grant Line Road. This is the primary solid waste disposal site in the County. The landfill's capacity would accommodate the solid waste disposal needs of the project.

Parks and Open Space

The parks and open space would compromise nearly 40 percent of the total Plan Area. In addition to the centrally located Community Park, the parks would be centrally located within each neighborhood and adjacent to schools to accommodate joint use and sharing of resources. Open space lands within the GTSP area would include water quality/detention/conveyance areas, landscape and natural buffer areas, linear open space linkages between land uses, and landscape corridors along major roadway corridors.

The major drainage corridor- the Grand Parkway- is a vast open space, organized around the central requirements of the flood control and water management facilities in that area, but with emphasis on creating a user-friendly and attractive environment. The central open space would include regional and local flood-control space designed to accommodate visual and pedestrian access in non-flood periods.

The GTSP area is within the boundary of the Rio Linda Recreation and Park District and the park acreages are based on the requirements of the Park District based on the anticipated population. The parks shown in the Plan Area would be reviewed and coordinated with the Park District as a part of the entitlement review process. In addition, the plan includes a significant trail system. The trail system will be reviewed and coordinated with Sacramento County Regional Parks and the Park District.

Circulation

The proposed GTSP would include a General Plan Amendment to the Transportation Plan Diagram. As illustrated in **Plate NOP-6**, the proposed GTSP would be designed upon a modified grid system, intended to allow for dispersion of traffic and minimize the street widths. In addition to vehicular circulation the proposed project would include a robust and integrated system of multi-use trails and bike ways that would be intended to complement the vehicular network and provide an alternative to the vehicular circulation network.

The proposed project would also include an internal transit shuttle system that would connect all neighborhoods while also providing opportunities for future connections to potential planned future connections nearby.

Fire and Police

Fire protection and emergency services for the GTSP area are currently provided by the City of Sacramento Fire Department. The Natomas Fire District (a "dependent" fire protection district governed by the Sacramento County Board of Supervisors) has contracted with the City of Sacramento since 1984 for fire protection services for a portion of unincorporated Sacramento County, including the Plan Area. The City Fire Department may continue to provide fire protection services through the term of its current contract. Should the contract be end, the Natomas Fire District may contract again with the City of Sacramento. Alternatively, the Sacramento Metropolitan Fire District may seek LAFCo approval to provide fire protection services to the area. Prior discussions with the Sacramento Metropolitan Fire

District indicate an interest in serving the GTSP area. Regardless of the identity of the fire service provider, the number and location of fire stations that may be needed to service the Plan Area would be determined prior to the commencement of development within GTSP area. The final locations of fire stations would be coordinated with the fire service provider at the time of actual development.

The Sacramento County Sheriff's Office provides law enforcement services to the GTSP area and would continue to do so. Local police protection includes response to calls and trouble spots, investigations, surveillance, and proactive patrol activities. The potential location of a local police substation within the GTSP area, if required, would be coordinated with the Sacramento County Sheriff's Office and determined at the time of actual development.

Schools

The GTSP area is divided into two school districts — Elverta Joint Elementary School District and Twin Rivers Unified School District. School sites are identified in accordance with student population projections. These schools would serve the students generated within the GTSP area, and development of other projects would not be required to meet these demands.

Other Public/Quasi-Public

In addition to schools, the Plan Area would include sites for various Public/Quasi-Public (P/QP) uses such as civic uses and public utility uses to serve the needs of the residents.

PROJECT OBJECTIVES:

The primary objectives for the proposed GTSP are summarized as follows:

1. Develop a master planned mixed-use and mixed-density community that accommodates housing, employment and community serving uses.
2. Further housing opportunities to further achievement of local housing goals and provide a variety of housing types to meet the needs of various market segments and lifestyle considerations.
3. Design and accommodate stormwater and flood control facilities that not only provide essential infrastructure functions but also serve as usable, community enhancing amenities.
4. Create an economically viable master-planned community that can be efficiently supported by existing and planned public infrastructure.
5. Decrease automobile dependency by creating bicycle and pedestrian friendly neighborhoods and providing transit to connect the different uses within the Plan Area and promote a healthy lifestyle.
6. Develop and establish a community framework and regulatory structure that enables the development to adapt to evolving economic and market conditions, while maintaining the project's overall vision and core objectives.
7. Create a community that has a positive overall economic impact on the County and achieves a neutral-to-positive fiscal impact on the County's finances.
8. Reduce potential impacts to airport operations and reduce vector control concerns related to current water intensive farming practices.
9. Create housing opportunities near local and regional job centers.

ENVIRONMENTAL/LAND USE SETTING:

The majority of the GTSP area consists of irrigated agricultural lands and fallow fields within unincorporated northwestern Sacramento County. Historically used for farming and open space, the

GTSP area is located within the broader Natomas Basin but is not included within the permit areas of the Natomas Basin Habitat Conservation Plan (NBHCP) or the Metro Air Park Habitat Conservation Plan (MAPHCP). The GTSP would not seek coverage under either of these plans. Although portions of the GTSP area were previously identified in regional habitat planning efforts, the proposed project falls outside the authorized development footprint for the NBHCP and MAPHCP, which collectively allow up to 17,500 acres of urban development across the City of Sacramento (8,050 acres), Sutter County (7,467 acres), and Metro Air Park in Sacramento County (1,983 acres). Sacramento County is not a permittee under either HCP. In addition, GTSP does not propose to mitigate within the Natomas Basin.

Surrounding land uses include approved and developing specific plan areas such as Sutter Pointe to the north, the Elverta Specific Plan to the east, North Natomas to the south, and Metro Air Park to the west. The GTSP area is currently designated Agricultural Cropland in the Sacramento County General Plan and lies outside the County's Urban Services Boundary (USB) and Urban Policy Area (UPA); both would be amended as part of the proposed project to allow for urban development.

PROBABLE ENVIRONMENTAL EFFECTS/EIR FOCUS:

The analyses in the EIR will describe existing conditions, describe the legal and regulatory framework relevant to the proposed project, describe standards of significance to be used in analysis, and describe analysis methodologies. The analysis will identify impacts of the proposed project and cumulative impacts, as well as an analysis of the localized cumulative impacts of the proposed project plus the adjacent proposed GrandPark Southwest Specific Plan.

A review of the project and of the environmental resources in the study area has resulted in the identification of the following potential areas of environmental effect:

AESTHETICS

Proposed new development areas will be analyzed for their effects on the views from surrounding properties and roadways.

AGRICULTURAL RESOURCES

Areas of active agricultural use, designated agricultural lands, prime farmland soils, and Williamson Act contract land will be identified and analyzed within and adjacent to the project area.

AIR QUALITY

Project-related emissions analyzed may include toxic air contaminants, ozone precursors, and particulates. The analysis will include discussions of emissions resulting from construction activities and emissions resulting from operational activities of the completed project.

BIOLOGICAL RESOURCES

The proposed project will be analyzed to identify areas where proposed changes may impact biological resources in the area. The analyses will discuss impacts on general wildlife populations and habitats but will focus on special-status species and particularly sensitive habitats, including wetlands. In addition, the analysis will discuss the potential conflicts with the adopted Natomas Basin and Metro Air Park Habitat Conservation Plans.

CULTURAL

The project site will be evaluated for presence of cultural, historical, and archaeological resources in accordance with State law and County policy. Impacts to identified resources, if any, will be assessed.

ENERGY

The proposed project would increase local energy demand. The EIR will analyze any potential project conflicts with State or local plans regarding renewable energy and evaluate whether the project would result in wasteful, inefficient, or unnecessary consumption of energy resources.

GEOLOGY, SOILS, AND MINERAL RESOURCES

Underlying soil types and suitability will be examined in areas where urban uses are proposed. Erosion potential will also be considered.

GREENHOUSE GAS EMISSIONS

The proposed project would require construction, operational, and commissioning activities that would generate greenhouse gas emissions. The EIR will evaluate the project's generation of greenhouse gas emissions, and analyzes the project's consistency with plans, policies, or regulations adopted for the purpose of reducing greenhouse gases.

HAZARDS AND HAZARDOUS MATERIALS

Hazardous materials sites, if any, will be identified in the vicinity of proposed new development areas. Project compatibility with any existing hazardous materials sites will be examined.

HYDROLOGY AND WATER QUALITY

Areas of flooding potential will be identified, and drainage patterns will be examined within the watersheds affected by the project. The project will be analyzed for impacts to the existing hydrologic environment and vice versa. Agencies involved with flood control issues will be consulted. These may include but are not limited to the California State Department of Water Resources, the Central Valley Flood Protection Board (CVFPB), the Sacramento Area Flood Control Agency (SAFCA), Reclamation District 1000 (RD-1000) and the Sacramento County Department of Water Resources. The potential impacts of the project on water quality will also be examined, which includes construction-related impacts (e.g., erosion of exposed soil) and operational impacts (e.g., use of pesticides and fertilizers).

LAND USE AND PLANNING

The proposed project will be examined to determine consistency with land use policies/ordinances/plans that have been adopted in order to avoid environmental effects. The project impact relative to the planned and existing land use environment will also be disclosed. The EIR will include analysis of the proposed project's compatibility with Sacramento International Airport based on review of the August 2022 Airport Land Use Compatibility Plan for Sacramento International Airport and applicable FAA regulations, policies, and guidance for land use decisions that have the potential to affect safe airport operations. The EIR will include analysis of potential hazardous wildlife attractants associated with the proposed land uses as well as the potential effects of airport operations on the project.

MINERAL RESOURCES

The GTSP area does not contain any active mining operation and does not propose any mining. However, potential impacts to mineral resources will be further assessed in the EIR.

NOISE

Existing and proposed uses with the potential to generate significant noise will be analyzed, which will include modeling of noise generated by transportation sources.

POPULATION AND HOUSING

The proposed project includes the development of residential land uses. The EIR will analyze whether the project would induce unplanned population growth.

PUBLIC SERVICES AND RECREATION

The proposed project will be analyzed for its compatibility with public services and to determine what may be required to extend service to the project. Services analyzed may include but are not limited to schools, park services, libraries, fire protection, and police protection.

PUBLIC UTILITIES

The proposed project will be analyzed for its compatibility with public utilities and to determine what may be required to extend service to the project. Utilities analyzed may include but are not limited to water supply, sewer service, and energy services.

TRANSPORTATION

A Transportation Impact Study will be prepared to examine the effects of proposed project development and facilities on roadways as well as transit and bicycling and pedestrian modes of transportation. A Vehicle Miles Traveled (VMT) analysis will be conducted, in accordance with S.B. 743.

TRIBAL CULTURAL RESOURCES

A cultural resources evaluation will be prepared to determine if there are any tribal cultural resources onsite. In addition, AB 52 consultation has been initiated by the County. The EIR will evaluate potential impacts on any identified or potentially undiscovered tribal cultural resources.

WILDFIRE

The potential for the proposed project to cause or exacerbate wildfire hazards will be addressed in the EIR. The analysis will analyze the potential for fire hazards based on documented fire severity zones at or near the GTSP area and describe the relevant jurisdictional responsibilities for addressing wildfire in the project vicinity. An analysis of the project construction and operation activities will be provided to determine the potential for significant wildfire impacts; if warranted mitigation measures will be recommended to avoid or reduce potentially significant effects.

The above descriptions are not exhaustive, and other sections and discussions may be included if further research indicates that the inclusion is warranted. As the analyses progresses and the extent of impacts to the above categories is determined, a reasonable range of CEQA alternatives will be developed and included for analysis in the EIR.

REQUESTED ENTITLEMENTS:

The proposed project would require the following entitlements:

1. **General Plan Amendments** to:
 - a. Expand the Urban Services Boundary (USB) to include the approximately 3,517-acre Grandpark Trails Specific Plan area.
 - b. Expand the Urban Policy Area (UPA) to include the Grandpark Trails Specific Plan area.
 - c. Amend the Land Use Element and Land Use Diagram to redesignate the area from Agricultural Cropland to the land uses identified in the Grandpark Trails Specific Plan.
 - d. Amend the General Plan Transportation Plan Diagram to incorporate the GTSP roadway

system.

- e. Amend the Active Transportation Plan to include pedestrian and bicycle routes proposed in the Specific Plan.
2. **Adoption of the Grandpark Trails Specific Plan**, which would establish land use designations, policies, development standards, and design guidelines for a mix of residential, commercial, mixed-use, public/quasi-public, parks and open space uses. Planned uses include:
 - o ±1,787 acres of Residential (Estate to High Density)
 - o ±116 acres of Mixed-Use and Commercial
 - o ±48 acres of Public/Quasi-Public (schools and utilities)
 - o ±1,369 acres of Parks and Open Space
 - o ±197 acres of Major Backbone Roads
3. **An Affordable Housing Strategy** consistent with the County's Housing Element and RHNA obligations.
4. **Rezone** of a portion of the GTSP area to apply the Grandpark Trails Specific Plan zoning district. Non-participating parcels would retain their existing zoning (e.g., AG-80 or similar), including any applicable combining zones.
5. **Adoption of one or more Development Agreements** for the participating property owners within the GTSP area.
6. **Adoption of a Public Facilities Financing Plan** outlining the funding strategy for construction of backbone infrastructure and provision of ongoing public services.
7. **Preparation of an Urban Services Plan** identifying how sheriff, fire, library, and other essential public services would be provided to the GTSP area.
8. **Adoption of a Water Supply Master Plan** for the entire Grandpark Trails Specific Plan area.
9. **Preparation and approval of a Water Supply Assessment (WSA)** pursuant to Water Code section 19910.

The project may also require the following action/permits by other agencies:

1. Creation of a new County Service Area (CSA) to support service provision.
2. Annexation to the Sacramento Area Sewer District (SacSewer).
3. Creation of a new SCWA Service Zone.
4. Annexation to the Sacramento County Department of Water Resources (DWR) Drainage Maintenance District.
5. Potential annexation to the Sacramento Metropolitan Fire District, if required.
6. Any necessary detachments from existing districts in which participating properties are currently included.

INTENDED USES OF THE EIR:

The Sacramento County Board of Supervisors will use the information contained in the EIR to evaluate the proposed project and render a decision to approve or deny the requested entitlements. Responsible

agencies, such as those listed below, may also use the EIR for their own discretionary approvals associated with the project:

- Federal Clean Water Act Section 404 Permit (U.S. Army Corps of Engineers);
- Federal Endangered Species Act Section 7 and/or 10 Consultation (U.S. Fish and Wildlife Service);
- Federal Clean Water Act Section 401 Water Quality Certification (Regional Water Quality Control Board – Central Valley Region);
- California Endangered Species Act Incidental Take Permit (California Department of Fish and Wildlife);
- California Fish and Game Code Section 1602 Streambed Alteration Agreement (California Department of Fish and Wildlife);
- Federal Clean Water Act Section 402 National Pollutant Discharge Elimination System Permit (Regional Water Quality Control Board – Central Valley Region); or
- Potential changes to spheres of influence or annexation to agency service areas (Sacramento County Local Agency Formation Commission (LAFCo).

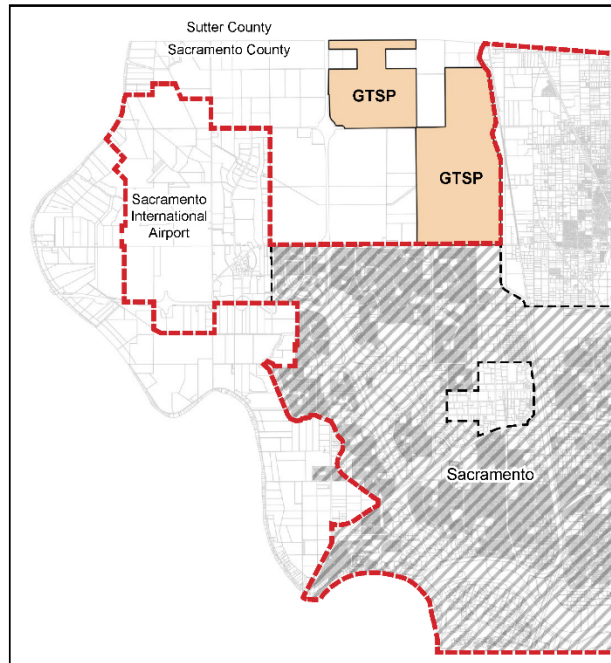
Table NOP-1: Specific Plan Zoning/Land Use Summary

| GTSP Land Use/Zoning Designation | Area (acres) | Units¹²³ |
|---|---------------------|----------------------------|
| GTSP-ER (Estate Residential) (0–4 DU/AC) | 107.3 | 107 |
| GTSP-LDR (Low Density Residential) (4–8 DU/AC) | 1,019.6 | 6,118 |
| GTSP-MDR (Medium Density Residential) (7–13 DU/AC) | 457.7 | 4,119 |
| GTSP-MHDR (Medium High Density Residential) (10–20 DU/AC) | 54.5 | 763 |
| GTSP-HDR (High Density Residential) (20–40 DU/AC) | 148.0 | 4,439 |
| Residential Subtotal (not including Mixed-Use units) | 1,787.1 | 15,546 |
| GTSP-CMU (Community Mixed Use) | 81.8 | 330 |
| GTSP-NMU (Neighborhood Mixed Use) | 29.7 | 180 |
| GTSP-NC (Neighborhood Commercial) | 4.0 | – |
| Mixed-Use/Commercial Subtotal | 115.5 | 510 |
| GTSP-PQP-SCHOOL (School) | 48.1 | – |
| Public/Quasi-Public Subtotal | 48.1 | – |
| GTSP-OS-P (Parks and Recreation) | 220.2 | – |
| GTSP-OS (Open Space) | 1,149.0 | – |
| Open Space Subtotal | 1,367.1 | – |
| Major Backbone Roads | 197.0 | – |
| TOTAL | 3,516.8 | 16,056 |

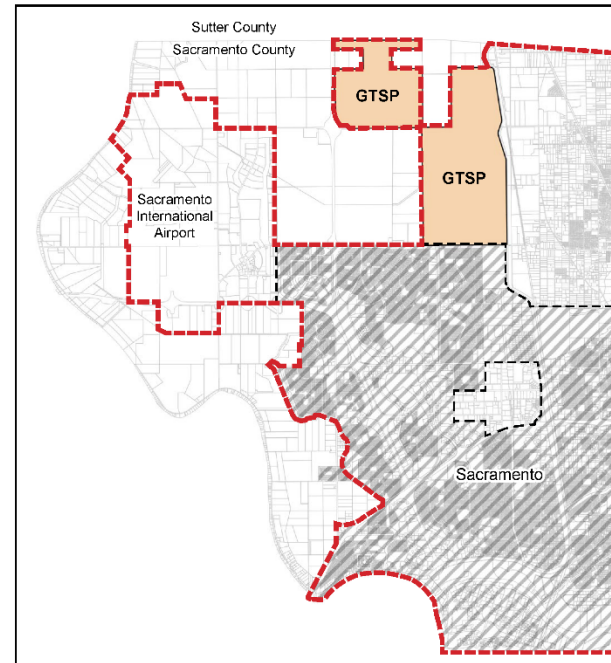
1. Residential units are based on target densities provided in the Specific Plan and may vary at the parcel level.
2. Mixed-use designations (CMU, NMU) may include vertically or horizontally integrated residential uses.
3. Actual buildout would be subject to density transfers and future subdivision map approvals.

Plate NOP-1: Urban Services Boundary

**GRANDPARK TRAILS SPECIFIC PLAN (GTSP)
EXISTING URBAN SERVICES BOUNDARY**



**GRANDPARK TRAILS SPECIFIC PLAN (GTSP)
PROPOSED URBAN SERVICES BOUNDARY**



LEGEND




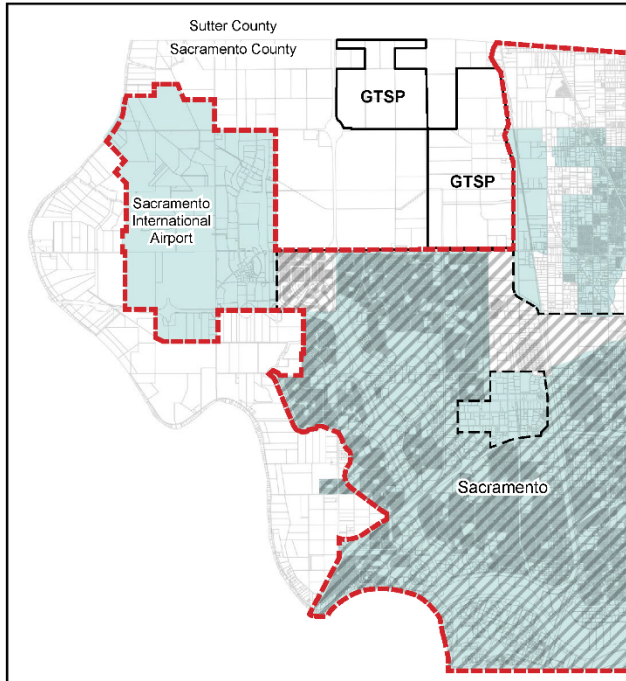
-  Grandpark Trails Specific Plan (GTSP)
-  Incorporated Area (City of Sacramento)
-  Urban Services Boundary

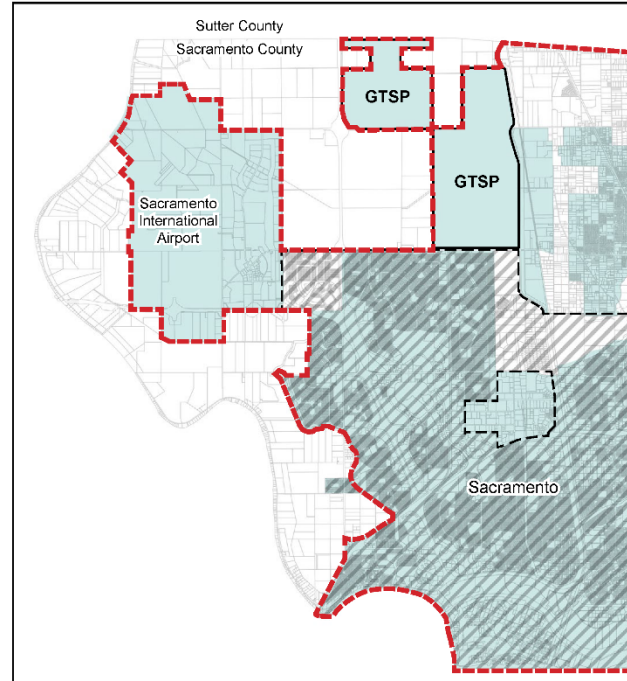


Plate NOP-2: Urban Policy Area

**GRANDPARK TRAILS SPECIFIC PLAN (GTSP)
EXISTING URBAN POLICY AREA**



**GRANDPARK TRAILS SPECIFIC PLAN (GTSP)
PROPOSED URBAN POLICY AREA**



LEGEND

-  Grandpark Trails Specific Plan (GTSP)
-  Incorporated Area (City of Sacramento)
-  Urban Policy Area
-  Urban Services Boundary

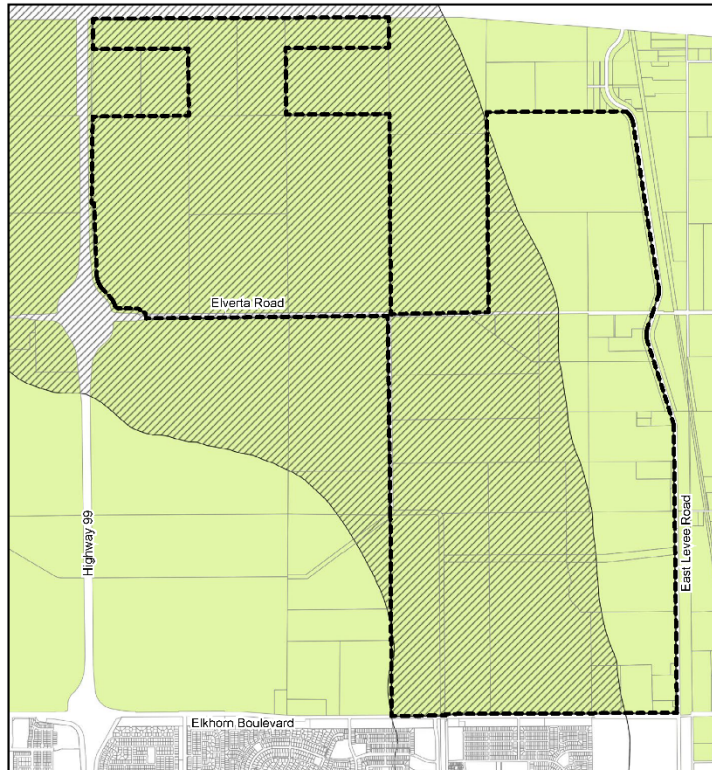


Plate NOP-3: General Plan Designation



Plate NOP-4: Zoning

GRANDPARK TRAILS SPECIFIC PLAN (GTSP)
EXISTING ZONING

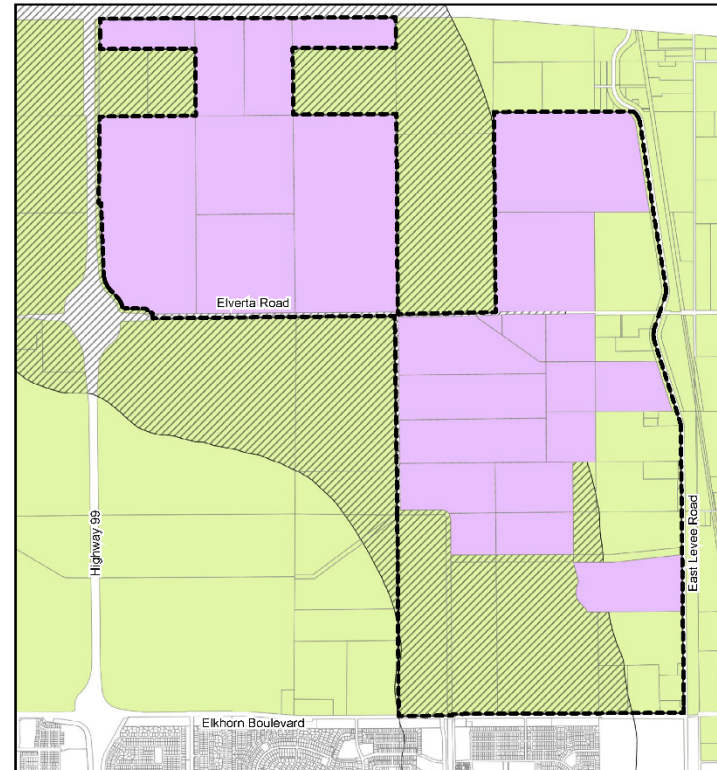


LEGEND

- Grandpark Trails Specific Plan (GTSP) Boundary
- Agricultural-80 (AG-80)
- Grandpark Trails Specific Plan (GTSP)
- Flood Combining Zone (F) Areas



GRANDPARK TRAILS SPECIFIC PLAN (GTSP)
PROPOSED ZONING



Note: Grandpark Trails Specific Plan (GTSP) non-participating properties will retain their existing zoning.

Plate NOP-5: Land Use Plan

LEGEND

- Grandpark Trails Specific Plan (GTSP) Boundary
- GTSP-ER | Estate Residential
- GTSP-LDR | Low Density Residential
- GTSP-MDR | Medium Density Residential
- GTSP-MHDR | Medium High Density Residential
- GTSP-HDR | High Density Residential
- GTSP-P/QP | Public/Quasi-Public
- GTSP-NC | Neighborhood Commercial
- GTSP-NMU | Neighborhood Mixed-Use
- GTSP-CMU | Community Mixed-Use
- GTSP-OS | Open Space
- GTSP-P | Parks and Recreation

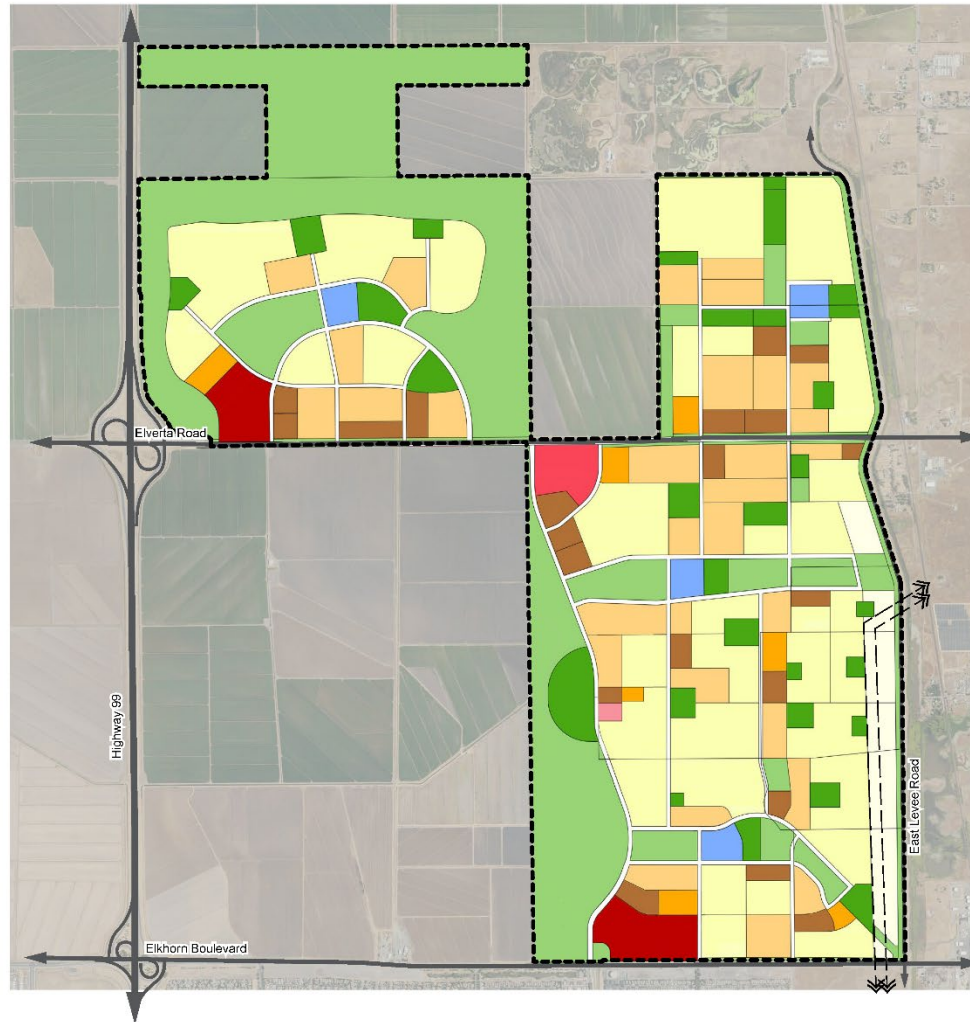


Plate NOP-6: Transportation Plan

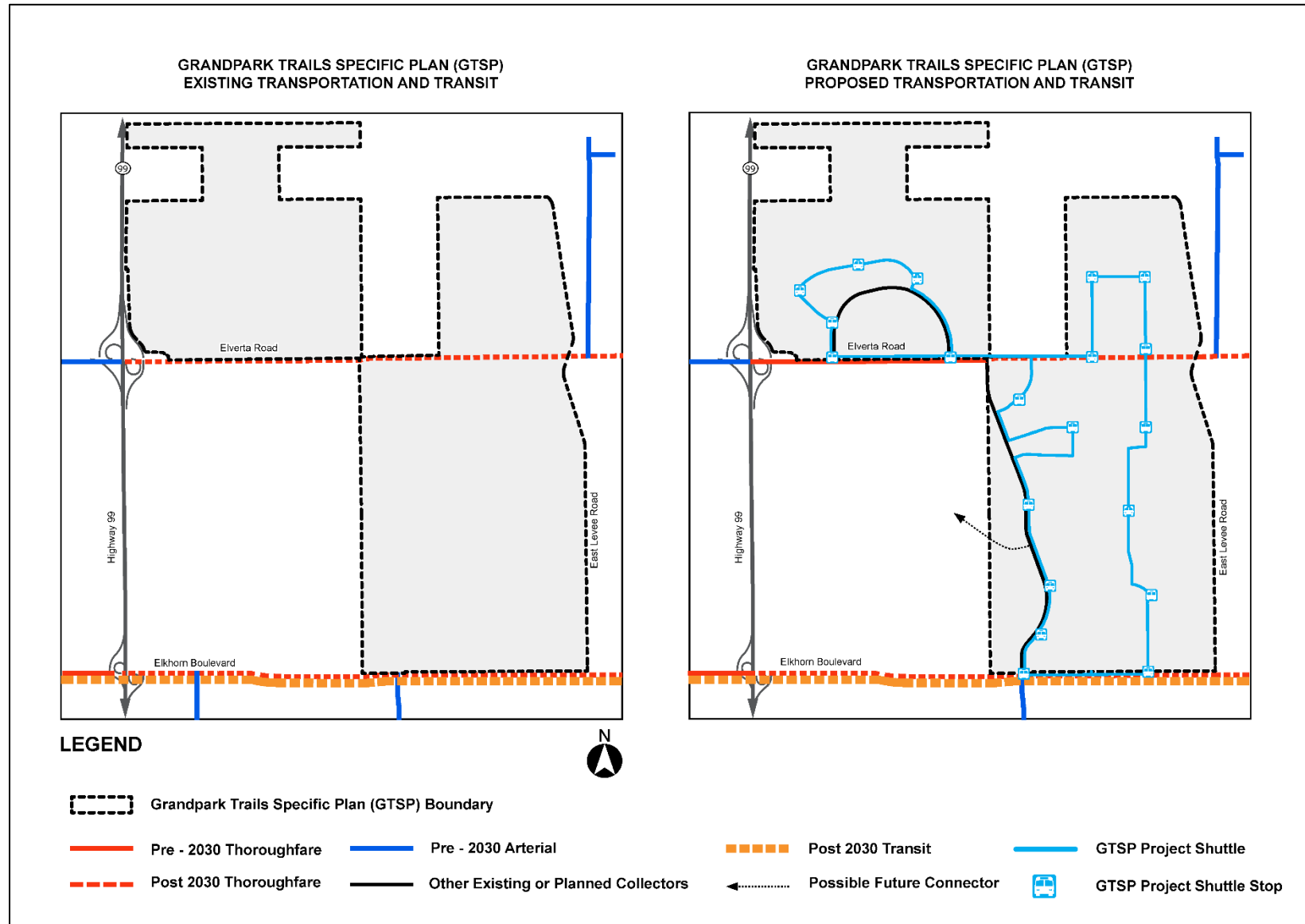


Plate NOP-7: Active Transportation

