Environmental Assessment
Determinations and Compliance Findings for HUD-assisted Projects
24 CFR Part 58

Project Information

Project Name: Longview Apartments Project

Responsible Entity: Sacramento Housing and Redevelopment Agency

Grant Recipient (if different than Responsible Entity):

State/Local Identifier: The project site is located at Longview Drive, bordered by 4328 Watt Avenue, in the community of North Highlands in Sacramento County.

Preparer: Sacramento Housing and Redevelopment Agency

Certifying Officer Name and Title: LaShelle Dozier, Executive Director

Grant Recipient (if different than Responsible Entity):

Consultant (if applicable): Gail M. Ervin, Ph.D., NCE

Direct Comments to:

Eduardo Dominguez
Management Analyst - Environmental Analyst
Sacramento Housing and Redevelopment Agency
801 12th St., Sacramento, CA 95814
Email: edominguez@shra.org or Telephone: 916-440-1377
**Project Location:**

The proposed project would be constructed on vacant lot comprising 1.99 acres at Longview Drive, bordered by 4328 Watt Avenue, in the community of North Highlands in Sacramento County (APN: 240-0232-061). See Figure 1 and Figure 2 at the end of this document.

The USGS Quadrangle is Rio Linda, California. The project is within Township 9N, Range 5E and Section 12 and 13.

**Description of the Proposed Project** [24 CFR 50.12 & 58.32; 40 CFR 1508.25]:

The proposed project would construct a total of 66 units comprised of 65 one-bedroom units with one-bathroom and 1-three bedroom unit with two-bathrooms reserved for management staff. There would be seven (7) units accessible with mobility features, and an additional three (3) units would include communications features for persons with hearing or vision impairment.

Each unit would include a kitchen with Energy Star rated appliances including refrigerator with freezer combination, electric stove and range, dishwasher, and garbage disposal, and would have modular all plywood construction cabinets, solid surface countertops, and a stainless-steel sink. Microwave shelving would be provided (except in ADA units) either above the counter, or on the pantry shelving with electrical outlet for microwave. Bathrooms would have a wood vanity and solid surface cultured marble vanity top with integral sink. All units would have high efficiency lighting, ceiling fans, exhaust fans vented to the exterior, and bathroom humidistat fans. Central air conditioning and forced air heat will be provided. Wiring from telephone/data/cable suppliers will be installed within walls, attic spaces, and/or crawl spaces.

Community indoor services would include property management and the supportive services team, a community room, community restrooms, laundry facilities, and a community kitchen. A trash and recycle room is located on every floor. Community outdoor services would include a courtyard with amenities such as barbeque and seating areas and pet area for residents, to encourage community engagement and socializing. Landscaping would be designed with drought tolerant plants and large shade trees along the streets.

The building exterior design elements would include flat roofs and parapets to provide a platform for solar hot water panels, potential PV panels, and mechanical equipment. Buildings include cool roofs, planned to passively counteract the warm conditions of Sacramento County.

The project would include a total of 67 uncovered surface vehicle parking spaces and 2 bicycle spaces.

In discussions with the contractor that has been selected for this project, the process and staging of the construction is as follows:

- **12/2024** — Layout of site utilities and building pads
- **04/2025** — Forming building pads and footings
- **05/2025** — Pouring building pads and footings
- **06/2025** — Site prep for utilities and framing of the buildings
- **09/2025** — Roofing and Solar
- **10/2025** — Stucco exterior of buildings
- **12/2025** — Finish rough interiors
- **03/2026** — Paving and sidewalks
04/2026 — Landscaping and irrigation
06/2026 — Building Finishes
08/2026 — Certificate of Occupancy

Construction is slated to begin in the 4th quarter of 2024 and last approximately 20 months.

The site plan can be viewed at the end of this document.

**Statement of Purpose and Need for the Proposal** [40 CFR 1508.9(b)]:

Compounded by the pandemic, affordable housing is described as the greatest challenge facing the County as with many urban areas throughout California. Based on the 2022 Affordable Housing Needs Report, renters need to earn at least $31.23 per hour, which is 2.1 times the state minimum wage, to be able to afford the average monthly asking rent of $1,625 (California Housing Partnership 2022).

The purpose of the project is to provide affordable and permanent supportive housing to low-income individuals and families in the County. The recommended actions for the development are consistent with County policies to prioritize special needs housing and maximize the use of all appropriate state, federal, local, and private funding for the development of housing affordable for extremely low-, very low-, and low-income households, while maintaining economic competitiveness in the region. The project will target eligible low-income individuals.

The project helps meet the County’s projected “fair share” requirement to provide housing for all sectors of the community, and is consistent with the County’s adopted goals, policies, and actions designed to meet the housing needs for low-income families and individuals.

In addition, infill development is recognized by the Sacramento Area Council of Government’s Regional Plan, as well as the State of California, as needed to reduce vehicle miles traveled and the regional impact of development on air quality and climate change.

**Existing Conditions and Trends** [24 CFR 58.40(a)]:

The project site is approximately 1.99-acres and is currently vacant with weedy vegetation and trees. The subject property is located on the northwest side of Highway 80 and Longview Drive, approximately 600 feet east from Watt Avenue, in an unincorporated area of Sacramento County, California.

The adjacent and surrounding properties are developed for commercial and government purposes. North of the project area is the Internal Revenue Service Office, east is a parking lot, south is Longview Drive and Highway 80, and west is the U.S Drug Enforcement Administration office, a Wendy’s Fast-food Restaurant, Starbucks, Chevron, and a Veterinary office.

The area has good regional linkage via Interstate 80 and public transportation is provided by Sacramento Regional Transit (RT). Approximately 0.1 miles east from the site are the bus stops for RTs lines 1, 26, and 84, which provide access to Light Rail, major medical centers, and other shopping in the vicinity at less than 30-minute intervals.
**Funding Information**

<table>
<thead>
<tr>
<th>Grant Number</th>
<th>HUD Program</th>
<th>Funding Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>M-22-DC-06-0211</td>
<td>HOME</td>
<td>$4,500,000</td>
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<tr>
<td>M-23-DC-06-0211</td>
<td>HOME</td>
<td>$4,500,000</td>
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</tbody>
</table>

**Estimated Total HUD Funded Amount:**

$9,000,000

**Estimated Total Project Cost** (HUD and non-HUD funds) [24 CFR 58.32(d)]:

$41,600,595

**Compliance with 24 CFR 50.4, 58.5, and 58.6 Laws and Authorities**

Record below the compliance or conformance determinations for each statute, executive order, or regulation. Provide credible, traceable, and supportive source documentation for each authority. Where applicable, complete the necessary reviews or consultations and obtain or note applicable permits of approvals. Clearly note citations, dates/names/titles of contacts, and page references. Attach additional documentation as appropriate.

<table>
<thead>
<tr>
<th>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</th>
<th>Are formal compliance steps or mitigation required?</th>
<th>Compliance determinations</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6</strong></td>
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<tr>
<td><strong>Airport Hazards</strong></td>
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<tr>
<td>24 CFR Part 51 Subpart D</td>
<td>Yes   No</td>
<td>The proposed project is located approximately 1.7 miles from the closest civilian airport (Sacramento McClellan Airport) and is not located in the Overflight Zone. The project is not within Runway Potential Zone/ Clear Zone (RPZ/CZ) or Accident Potential Zone (APZ). Exhibit 2-A</td>
</tr>
<tr>
<td><strong>Coastal Barrier Resources</strong></td>
<td></td>
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<tr>
<td>Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]</td>
<td>Yes   No</td>
<td>The proposed project is located 107 miles inland and is not within a coastal zone. California does not contain protected coastal barrier resources. Exhibit 2-B</td>
</tr>
<tr>
<td><strong>Flood Insurance</strong></td>
<td></td>
<td></td>
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<tr>
<td>Flood Disaster Protection Act of 1973 and National Flood</td>
<td>Yes   No</td>
<td>The project site is located within Zone X Area of Minimal Flood Hazard, per FEMA panel</td>
</tr>
<tr>
<td>Statute/Order/Regulation</td>
<td>Compliance</td>
<td>Description</td>
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<tr>
<td><strong>Clean Air</strong></td>
<td>Yes</td>
<td>The Project lies within the Sacramento Metropolitan Air Quality Management District. This area is designated non-attainment for the federal ozone and particulate (PM10 and PM2.5) standards. The air district has adopted thresholds for significant emissions of ozone precursors ROG and NOx and particulates. Emissions from construction and operations were calculated using approved methodology, the CalEEMod model. The modeling was conducted January 6, 2023, using the currently available model version. A summary of the model output is attached. All estimated Project emissions of criteria pollutants are below air district thresholds.</td>
</tr>
<tr>
<td><strong>Coastal Zone Management</strong></td>
<td>Yes</td>
<td>The proposed project is located 86 miles inland and is not within a coastal zone.</td>
</tr>
<tr>
<td><strong>Contamination and Toxic Substances</strong></td>
<td>Yes</td>
<td>A Phase I Environmental Site Assessment (ESA) was conducted for the proposed project site in August 2022 by Essel Environmental &amp; Emergency Response (Essel). The Essel Phase I did not identify any recognized environmental conditions (RECs), controlled recognized environmental conditions (CRECs), or historical recognized environmental conditions (HRECs) in connection with the site. Phase I ESA identified historical agriculture use at the site as a de minimus environmental condition associated with potential historical agricultural chemicals (herbicides, fertilizers, and pesticides) in near surface site soils. None of the Phase I ESA findings, including de minimus conditions, were deemed to pose a significant threat to onsite conditions or the project. In 2023, a Phase II ESA was conducted at the site to further evaluate soil conditions and constituents of concern (COC). Findings from</td>
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the investigation are summarized in the provided Essel Report, including analytical results from 16 samples collected from eight sample locations (S1 – S8) and two soil depth intervals, one at 0’-0.5’ (A) and one at 1.5’-2.0’ (B). Soils were analyzed for the following COCs: CAM-17 Metals, organochlorine pesticides and polychlorinated biphenyls (PCBs), total petroleum hydrocarbons including TPH, TPHg, TPHd, TPHmo, and asbestos. Analysis results were compared against residential environmental screening limits (ESLs) and respective reporting limits. Phase II ESA COC analytical results were below residential ESLs except for elevated levels of arsenic (in all 16 samples) and lead (97.6 mg/kg) in sample S-6A-0’ in near surface soils. The Essel Phase II Report identified elevated arsenic as representative of site background levels. The project would incorporate mitigation measures into the design plans to protect construction workers and future residents against arsenic and lead in soils.

<table>
<thead>
<tr>
<th>Endangered Species</th>
<th>Yes</th>
<th>No</th>
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<tbody>
<tr>
<td>Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402</td>
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A Biological Resources Technical Memorandum (tech memo) was conducted for the proposed project site. The tech memo reviewed the special status species databases including the California Natural Diversity Database, United States Fish and Wildlife Service Information for Planning and Conservation Database, and the California Native Plant Society’s Inventory of Rare and Endangered Plants of California was completed in order to identify special status species that may occur within the project area. There is landscape vegetation throughout the property, including mature trees.

A special status species (SSS) field survey and a tree survey was conducted on January 11, 2023. This survey was completed to evaluate habitat and identify the presence or absence of SSS within the project area. No SSS were observed during the visit. The project area is surrounded by urban development including roadways, structures, and non-native plants. Habitat values on the site are limited and the project area neither supports quality SSS
Based on the background research, reconnaissance-level field surveys, and habitat observations, it is unlikely that special status plants or animals would occur within the project area during construction. The project is not expected to have impacts on special status species.

Exhibit 2-G

<table>
<thead>
<tr>
<th>Explosive and Flammable Hazards</th>
<th>Yes</th>
<th>No</th>
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<tr>
<td>24 CFR Part 51 Subpart C</td>
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Based on aerial imagery and the site visit, land uses within 1 mile are residential with supporting commercial uses. The site is located within 1 mile of existing aboveground storage containers for explosive or flammable fuels or chemicals. There is an above ground storage tank at a Chevron Gas Station approximately 0.20 miles east, and an above ground storage tank at a 76 Gas Station approximately 0.80 miles north. The tanks are labeled as propane and are less than 1,000 gallons (cylinder is approximately 4'x10'/3.5’ diameter; volume of a cylinder is \[\pi*(radius^2)*height = 4*\pi*10 = \approx 125\]. At 7.48 gallons per cubic foot, 125*7.48 is 940 gallons). Containers of liquified petroleum gas (LPG) or propane with a water volume capacity of 1,000 gallons or less that meet the requirements of the 2017 or later version of National Fire Protection Association (NFPA) Code 58 are exempt from this requirement. Therefore, since the tanks are less than 1,000 gallons it would have no effect on the proposed project. In addition, no ASTs were identified in the Phase I Environmental Site Assessment.

Exhibit 2-H

<table>
<thead>
<tr>
<th>Farmlands Protection</th>
<th>Yes</th>
<th>No</th>
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<tbody>
<tr>
<td>Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658</td>
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</table>

The proposed project site is in a fully developed area. According to the California Department of Conservation Division of Land resource Protection Farmland Mapping and Monitoring Program, the site does not meet the definition of prime or unique farmlands and is not of statewide or local significance.

Exhibit 2-I

<table>
<thead>
<tr>
<th>Floodplain Management</th>
<th>Yes</th>
<th>No</th>
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The project site is located within Zone X Area with Reduced Flood Risk due to Levee,
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<tr>
<th>Historic Preservation</th>
<th>Yes</th>
<th>No</th>
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<tbody>
<tr>
<td>National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800</td>
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A records search of the project area and 100-meter buffer was requested from the North Central Information Center. The record search results did not identify any historic and prehistoric cultural resources recorded in the Project area nor within 100 meters of the Project area. No historic era buildings or structures are located within the indirect APE.

A search of the Native American Heritage Commission (NAHC) Sacred Lands File was initiated for the project area on December 15, 2022; the search returned back negative.

Pursuant to Section 106, consultation was initiated with known Native American Tribes in the region on January 3, 2023, based on a recent nearby project NAHC list, to solicit feedback regarding potential Native American resources within or in proximity to the project site. Follow up emails and phone calls were made January 11, 2023. Wilton Rancheria identified archaeological resources in proximity to the project area and conducted a site visit at the project site. No cultural resources were identified during the pedestrian survey; however, vegetation coverage caused low visibility. Wilton Rancheria requested an additional site visit after vegetation is grubbed at the start of construction. Wilton Rancheria workers sensitivity training, site survey during grubbing, inadvertent discovery measures, and conditions that would warrant construction monitoring are included in the environmental mitigation measures.

SHRA has determined that the proposed undertaking would have no adverse effect on historic resources. A request to SHPO for concurrence was submitted 4/19/23.

Per 36 CFR Part 800.3(c)(4) Failure of the SHPO/THPO to respond, SHPO concurs with the determination of no effect on a historic resource.
<table>
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<tr>
<th><strong>Noise Abatement and Control</strong></th>
<th>Yes</th>
<th>No</th>
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<tbody>
<tr>
<td>Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B</td>
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<tr>
<td>Noise levels in the project area are defined primarily by traffic on Interstate 80. The average day/night sound levels for the project buildings and gathering areas are up to 74 dBA in some areas, which falls into the Normally Unacceptable range, according to HUD Noise Standards. A noise study concluded that an exterior-to-interior noise level reduction of 30 dBA would be required on eastern and southern facing facades to meet HUD Standards. The application of specific design elements to residential building facades facing Interstate 80 will be necessary to achieve this reduction, which are outlined in the noise study. In addition, noise from construction activities would increase levels in the vicinity; thus, require additional noise control measures. Noise control measures must be incorporated into designs to the satisfaction of SHRA before construction begins on the proposed project.</td>
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<tr>
<th><strong>Sole Source Aquifers</strong></th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>The sole source aquifer (SSA) authority would apply to the proposed project since there would be new construction; however, according to the Environmental Protection Agency (EPA) SSA interactive online map, the project location does not lie above a sole source aquifer.</td>
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<table>
<thead>
<tr>
<th><strong>Wetlands Protection</strong></th>
<th>Yes</th>
<th>No</th>
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</thead>
<tbody>
<tr>
<td>Executive Order 11990, particularly sections 2 and 5</td>
<td>☒</td>
<td>☐</td>
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<tr>
<td>According to the National Wetlands Inventory (NWI) interactive online map, the proposed project location is not located on a wetland identified by the U.S. Fish and Wildlife Service. There is one wetland identified within the vicinity of the proposed project site. The closest wetland is a Freshwater Forested/Shrub Wetland located 0.1 miles south of the project site.</td>
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<thead>
<tr>
<th><strong>Wild and Scenic Rivers</strong></th>
<th>Yes</th>
<th>No</th>
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</thead>
<tbody>
<tr>
<td>Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>The proposed project would be constructed in a commercial area that is surrounded by a mix of residential and commercial uses. There are no wild and scenic river systems within the vicinity of the proposed project. The closest listed wild and scenic river near the project</td>
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</table>
The US EPA EJScreen is an online tool that evaluates a wide range of environmental and social factors. Environmental factors focus on air pollution, underground tanks and hazardous material sites, and building concerns such as lead paint. Social factors include income, skin color, language, education, and age (very young and seniors). The purpose of the tool is to identify communities that are subjected to high levels of pollution and prevent or mitigate development that may worsen health or economic outcomes.

The project is located in an area of government buildings and small businesses. Nearby major local streets/highways include Watt Avenue, Capital City Freeway, and Interstate 80. Sacramento McClellan Airport is about 1.5 miles north-northwest. The airport supports general aviation and fire attack airplanes and helicopters. These are all local sources of air pollution such as PM2.5. Three EJScreen model runs were performed to estimate if the park improvement project would disproportionally impact vulnerable populations. Reports for these model runs are included below.

EJScreen model runs are typically performed for the project site and then at increasing distances in concentric circles. This allows for comparison between the project site and nearby areas. The model was updated to V2.1 in October 2022 to enhance capabilities in some US Territories and expand EJ metrics. The model now considers five factors (two previously) to calculate a “Demographic Index”. The factors considered are percent low-income, percent limited English-speaking, percent less than high school education, percent unemployed, and low life expectancy. (Source: https://www.epa.gov/newsreleases/epa-launches-updates-environmental-justice-mapping-tool-ejscreen)
The Demographic Index is calculated for a circle with the project as the center point. The values are expressed as a percentile of the state average for each distance is as follows:

- 0.25 miles, with a population of about 30 people, the Demographic Index is 31,
- 0.5 miles, with a population of about 878, the Demographic Index is 54, and
- 1 mile, with a population of about 10253, the Demographic Index is 56.

The roughly 50% difference between the one-quarter mile circle and the other circles is the small number of people residing within one-quarter mile of the project. As one moves farther from the project a bigger cohort of people is captured, giving a more robust sample size. Hence, the roughly 4% difference between Demographic Index scores for one-half and one mile.

EPA recommends considering pollution scores for various metrics that are over the 80th state percentile. The entire area shows high scores for Air Cancer Risk, Respiratory Hazard Index and Superfund Site Proximity. There is no difference between the one-quarter mile study circle and the surrounding areas for the following metrics.

Additionally, at one-half mile, the Traffic Proximity score was 85 and the PM2.5 score was 82. At one-quarter mile, the Traffic Proximity score is 91.

Essentially, the population of the entire area is exposed to high air toxics cancer and respiratory hazards.

The high cancer and respiratory hazard index scores are from high traffic volumes on nearby roads. The primary cause of this air pollution is heavy vehicle traffic on the major roads and highways in the immediate area, with intermittent air traffic at McClellan Airport a lesser contributor. For instance, using the most recent Caltrans data (2017) for Interstate 80, which abuts the project, average daily traffic for both directions (134,300 + 145,600) was 279,900.

Traffic volumes have probably increased since the 2017 counts, generally about 2% per year.
The typical highway mix includes about 5% heavy diesel trucks. Diesel particulate matter is a known carcinogen with no acceptable exposure level. I-80 is a major haul route for heavy trucks in both directions. Likewise, Watt Avenue and the Capital Freeway carry high daily traffic volumes.

Because EJScreen shows high levels of PM2.5 and diesel particulate matter, the proposed project designs need to incorporate enhanced air filtration for the project HVAC systems. Enhanced HEPA filtration can provide 60% to 90% improved indoor air quality. People typically spend about 22.5 hours per day indoors, and enhanced air filtration will provide residents a substantial long-term health benefit.

**Environmental Assessment Factors** [24 CFR 58.40; Ref. 40 CFR 1508.8 & 1508.27] Recorded below is the qualitative and quantitative significance of the effects of the proposal on the character, features and resources of the project area. Each factor has been evaluated and documented, as appropriate and in proportion to its relevance to the proposed action. Verifiable source documentation has been provided and described in support of each determination, as appropriate. Credible, traceable and supportive source documentation for each authority has been provided. Where applicable, the necessary reviews or consultations have been completed and applicable permits of approvals have been obtained or noted. Citations, dates/names/titles of contacts, and page references are clear. Additional documentation is attached, as appropriate. **All conditions, attenuation or mitigation measures have been clearly identified.**

**Impact Codes**: Use an impact code from the following list to make the determination of impact for each factor.

1. **Minor beneficial impact**
2. **No impact anticipated**
3. **Minor Adverse Impact – May require mitigation**
4. **Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement**

<table>
<thead>
<tr>
<th>Environmental Assessment Factor</th>
<th>Impact Code</th>
<th>Impact Evaluation</th>
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<tbody>
<tr>
<td>Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design</td>
<td>2</td>
<td>The proposed project is zoned BP for Business and Professional offices and is designated as commercial offices under the General Plan. The project proposes to construct affordable housing units, which is an allowable use within this zone. The purpose of the BP zone is to provide an area for business and professional office and compatible related uses. This zoning district is intended to “promote a</td>
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harmonious development of business and professional office areas
with adjacent commercial or residential development.”

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<tr>
<th>Environmental Assessment Factor</th>
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<tbody>
<tr>
<td>SOCIOECONOMIC</td>
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</table>
| Employment and Income Patterns   | 1           | Temporary
collection jobs will be generated during construction of
the project, and a permanent full-time manager will be hired on
the site. |
| Ref 1                            |             |                  |
| Demographic Character Changes, Displacement | 2       | The project will provide 65 new family units for
low-income families and individuals. This use is consistent
with the land use designations. The closest residential area
within the vicinity of the site lies on the other side of the
freeway. Once constructed, the project would turn the
area into a mixed use area, near a major transit line consistent
with the County’s travel oriented development goals. The site is
vacant; therefore, no families, individuals or businesses will be displaced
during construction. |
| Ref 1                            |             |                  |

Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff

The topography is relatively flat throughout the site. The project
collection must comply with County’s erosion and sediment
control ordinance and storm water management and discharge control
ordinance per the County of Sacramento Zoning Ordinance.

Ref 4

Hazards and Nuisances including Site Safety and Noise

A Phase II identified the potential for arsenic and lead within the soil.
Measures are in place to protect against arsenic and lead during
collection. Only one soil sample identified lead levels that exceed
residential criteria; construction mitigation measures will remove that
concern. Noise control measures shall be incorporated into building
designs that will reduce interior noise levels to HUD standards.

Exhibit 2-F and 2-L

Energy Consumption

Electric services will be provided by Sacramento Municipal Utility
District (SMUD). Natural gas services would be provided by Pacific
Gas & Electric Company (PG&E). The project will meet all
minimum construction standards for California Tax Credit Allocation
Committee (CTCAC) including sustainable building method and
energy efficiency requirements.

Ref 2
<table>
<thead>
<tr>
<th>Environmental Assessment Factor</th>
<th>Impact Code</th>
<th>Impact Evaluation</th>
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<tbody>
<tr>
<td><strong>COMMUNITY FACILITIES AND SERVICES</strong></td>
<td>2</td>
<td></td>
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<tr>
<td>Educational and Cultural Facilities</td>
<td>2</td>
<td>The project proposes to construct 119 units for at risk homeless individuals. The San Juan Unified School District serves the project site; the site is served by Oakdale Elementary, Arcade Fundamental Middle School, and Mira Loma High School. The District ensures adequate school capacity to serve all children through development impact fees.</td>
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<tr>
<td>Commercial Facilities</td>
<td>2</td>
<td>The project is near a Starbucks, Chevron, and Wendy’s fast food restaurant. A Red Roof Inn &amp; Suites hotel, and various commercial businesses are in the vicinity. Additional commercial facilities are accessible through public transit.</td>
</tr>
<tr>
<td>Health Care and Social Services</td>
<td>2</td>
<td>The Watt Avenue Medical Clinic, North Highlands multi-service Clinic, and Planned Parenthood are approximately 2.5 miles north of the site,</td>
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<tr>
<td>Solid Waste Disposal / Recycling</td>
<td>2</td>
<td>Project construction would generate construction waste and removal of debris, and the proposed residential uses would generate mixed waste and would be managed by the County. Construction waste would be disposed of at the Sacramento County Landfill facility on Kiefer Road, which is the primary municipal solid waste disposal facility in Sacramento County. Residential waste will be transferred by franchised haulers authorized by the Sacramento Solid Waste Disposal Company to collect commercial garbage and commingled recycling within the unincorporated area of the County.</td>
</tr>
<tr>
<td>Waste Water / Sanitary Sewers</td>
<td>2</td>
<td>Wastewater is conveyed through the Sacramento Area Sewer District sewer pipelines to the Sacramento Regional Wastewater Treatment Plant (SRWTP). As of 2010, the SRWTP system received 151 million gallons per day (mgd) with a maximum capacity of 181 mgd. The SWRWTP has determined it has enough long-term capacity for general plan buildout within the region due to increased water conservation efficiencies and requirements, and a continuing reduction in per capita wastewater demand.</td>
</tr>
<tr>
<td>Water Supply</td>
<td>2</td>
<td>Water will be provided to the project site by the Sacramento Suburban Water District. The Sacramento Suburban Water District has sufficient water rights and supply to meet project.</td>
</tr>
<tr>
<td>Public Safety - Police, Fire and Emergency Medical</td>
<td>2</td>
<td>Police: The County Sheriff’s Department would provide police protection services to the project site. The County’s Sheriff’s Department is located approximately 1.8 miles east of the site. Project construction</td>
</tr>
</tbody>
</table>
and occupancy of 65 residential units on an infill parcel would have a negligible effect on current service demand and is anticipated in planned residential growth.

Fire:
Sacramento Metropolitan Fire Department. The closest station to the project site is Fire Station 103, located approximately 0.7 miles south from the project site. Project construction and occupancy of 148 residential units on an infill parcel would have a minor effect on current service demand and is anticipated in planned residential growth.

Emergency Medical Services:
Sacramento Metropolitan Fire District. All SFD Engine and Truck Companies are utilized as EMS first responders and staffed with Firefighter-EMTs and/or Firefighter-Paramedics. Project construction and occupancy of 65 residential units on an infill parcel would have a minor effect on current service demand and is anticipated in planned residential growth.

Parks, Open Space and Recreation

<table>
<thead>
<tr>
<th>Environmental Assessment Factor</th>
<th>Impact Code</th>
<th>Impact Evaluation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unique Natural Features, Water Resources</td>
<td>2</td>
<td>The site is vacant with weedy vegetation and trees. No unique natural or water resources features were identified on the project site during site surveys. Exhibit 2-G, 2-N</td>
</tr>
<tr>
<td>Vegetation, Wildlife</td>
<td>3</td>
<td>The site is comprised of vacant lots filled with weedy vegetation and trees. No unique vegetation or wildlife were observed on the project site. An Arborist Report was conducted for the trees onsite. A total of 64 trees were surveyed within or overhanging the project boundary. Of these 64 trees, 11 trees have diameters that are 19-inches and larger, designating them as Heritage Trees. Based on the location of the building envelope, parking lot, and other features of the project, there will be an impact to existing trees. Many of the trees are</td>
</tr>
</tbody>
</table>

Sacramento Regional Transit System (RT) provides services to the project area via Bus Routes 1, 26, and 84. A light rail station is approximately 0.7 miles south of the site. All routes provide access to major medical centers and other commercial facilities in the area.

Ref 1
Ref 5

The site is comprised of vacant lots filled with weedy vegetation and trees. No unique vegetation or wildlife were observed on the project site. An Arborist Report was conducted for the trees onsite. A total of 64 trees were surveyed within or overhanging the project boundary. Of these 64 trees, 11 trees have diameters that are 19-inches and larger, designating them as Heritage Trees. Based on the location of the building envelope, parking lot, and other features of the project, there will be an impact to existing trees. Many of the trees are
showing declining health due to drought stress, competition in dense stands, and with non-native grass. Many of these trees will not be able to tolerate root loss from grading and other activities. Based on construction impacts and/or current tree condition, all but 2 trees can be preserved. The project will incorporate tree protection measures during construction.

Per County Code, tree canopy loss incurred must be mitigated by creation of a new tree canopy. If this cannot be feasibly done, project proponents shall contribute funds to Greenprint proportional to the tree canopy loss.

Trees and shrubs in the project vicinity may provide suitable nesting habitat for migratory birds including tree-nesting raptors. Although no active nests or nesting bird behavior were observed during the January 11, 2023 survey, the results of this survey do not preclude birds from establishing active nests between the time of this survey and project construction. The developer must incorporate preconstruction nesting bird surveys into the building plans.

### Exhibit 2-G and Ref 9

<table>
<thead>
<tr>
<th>Environmental Assessment Factor</th>
<th>Impact Code</th>
<th>Impact Evaluation</th>
</tr>
</thead>
<tbody>
<tr>
<td>CLIMATE AND ENERGY</td>
<td>3</td>
<td>The proposed project would provide a total of 66 units constructed on a 1.99-acre vacant lot. The project site is in northern Sacramento near the Capitol City Freeway – I-80 interchange. These two roads are primary sources of air pollution (such as PM-2.5) in the immediate area. The entire Sacramento metro is designated “non-attainment serious” for the 2015 federal 8-hour ozone standard, and “non-attainment moderate” for the federal 2006 PM-2.5 standard. Source: <a href="https://www.epa.gov/green-book">https://www.epa.gov/green-book</a>, accessed 1/23/2023 The project area is a mix of heat absorbing/radiating surfaces. It is well established that urban areas dominated by pavement and buildings have daytime temperatures 8 to 15 degrees warmer than areas where trees and natural surfaces dominate. The project vicinity includes a mix of natural areas, such as Del Paso Regional Park and the Haggin Oaks Golf complex, and hardscape such as the freeways and commercial/government buildings. Sacramento McClellan Airport to the northeast also has many acres of grassy open space. These local areas of extensive grassland and tree cover may help to mitigate the urban heat island effects at this project site. Climate change is a crucial factor to consider when planning for new housing. Climate change is producing wider swings in the weather cycle. Climate change is already impacting California through warmer temperatures, tree loss due to drought and heat stress, reduced snowpack, and more destructive wildfires. The biggest impact may be...</td>
</tr>
</tbody>
</table>
to water resources, which are increasingly at risk. In any given year, a drought condition may exist, or there may be heavy flooding. The challenge is to plan for both and avoid undue risk. Buildings should also be designed for an increase in heat waves. Currently high heat is the primary cause of death from climate change, and this is expected to worsen.

Riskfactor.com and other web-based tools provide community specific information about increased heat stress, flooding, drought, and other climate-related factors. According to Riskfactor, in the Sacramento area, a 3-day heat wave temperature is 102 degrees F or higher. In 1990 the likelihood of a 3-day heat wave in any given year was about 37%. This has increased to 66% in 2020, and by 2050 is forecast to be 95% in any given year. By 2050, Sacramento is expected to experience 16 days over 102, compared to about seven days now. Home insulation and reliable electricity are essential to protect vulnerable populations during heat waves. Source: https://riskfactor.com/, accessed 1/23/2023. According to the developer, this project is designed to meet the California Green Building standards which will help protect vulnerable residents from heat impacts in their homes and includes air conditioning.

According to the FEMA flood mapping center (see Exhibit 2-J) the project lies outside the currently identified flood areas for 100-year and 500-year floods. Primary roads leading to the project site are also outside the mapped flood zones. Thus, this project location avoids potential flooding that is increasing with Climate change in many areas.

Energy Efficiency

<table>
<thead>
<tr>
<th>Energy Efficiency</th>
<th>2</th>
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<tbody>
<tr>
<td>The proposed project is an infill residential development project on a vacant parcel, consistent with sustainability goals for the State and the County. The project would ensure that all exterior and interior lighting would be LED which have high energy efficiency. Each unit would contain Energy Star rated appliances that would reduce energy cost and usage of the building, and the project is designed to meet the California Building Energy Efficiency Standards (Energy Code), Part 6 of Title 24 that includes energy conservation measures.</td>
<td></td>
</tr>
</tbody>
</table>

Additional Studies Performed:


Field Inspection (Date and completed by):

Field Observation conducted by Catrina Vaz, NCE, December 6, 2022.
List of Sources, Agencies and Persons Consulted [40 CFR 1508.9(b)]:

1. Unless otherwise noted, assessments based upon expertise and experience of Gail M. Ervin, Ph.D., NCE.
3. Sacramento Regional County Sanitation District. “Sacramento Regional Wastewater Treatment Plant.” Accessible from: Sacramento Regional Wastewater Treatment Plant - Regional San (saccounty.net)
4. Sacramento County Zoning Code. 2015 Accessible at: Sacramento County Zoning Code (saccounty.net)

List of Permits Obtained:

A building permit and tree removal permit issued by the County of Sacramento would be required.

Public Outreach [24 CFR 50.23 & 58.43]:

A Finding of No Significant Impact and a Notice of Intent to Request Release of Funds will be published in a paper of general circulation 15 days before the RROF will be submitted to HUD and HCD to allow public comment on the project. The public will have 15 days to provide comments to HUD and HCD for anyone who wishes to challenge the bases for the FONSI determination.

Cumulative Impact Analysis [24 CFR 58.32]:

The proposed project is the construction of 66 new affordable housing units for low-income individuals and their families in the County of Sacramento. Currently, the site is vacant with weedy vegetation and trees. The project is consistent with County zoning and general plan policies. Construction air emissions will be temporary and below SMAQMD thresholds, as are operational emissions, which SMAQMD has determined results in a less than cumulatively significant effect. The project contains standard uncovered parking lots and is within walking distance of bus services. The project is an infill location that lies within a high-quality transit corridor and is within the boundaries of a Metropolitan Planning Organization (Sacramento Area Council of Governments). Watt Avenue just west of the site provides a high-quality transit corridor with fixed route bus service, and a light rail station is approximately 0.7 miles south of the site. Therefore, operational impacts related to traffic and air quality are cumulatively less than significant. There are no sensitive habitats on the site; thus, the project will not result in a cumulative loss of biological resources. Noise levels for the project area exceed federal standards, but effects on new residents will be mitigated by incorporating specific design elements to mitigate noise levels to HUD standards on the facades facing Interstate 80. The project does not displace existing uses and provides infill affordable housing within Sacramento County, thereby reducing cumulative VMT. Therefore, the proposed project will result in no cumulatively significant effects on the human or natural environment.
Alternatives [24 CFR 58.40(e); 40 CFR 1508.9]

The project was first proposed with a site plan that located buildings along I-80. During the review process, the project site was redesigned to move the buildings away from Interstate 80. In the original design plans the parking lot was designated at the northern end of the parcel. However, to protect residents from adverse noise impacts, the project was redesigned to have the parking lot surrounding the building on the east side near Interstate 80 to create a larger buffer area between the Interstate and the residential building. The redesign of the site did not alter the original number of units or parking spots.

Site identification for affordable housing has proven to be a major obstacle in providing affordable housing units. Sites zoned appropriately and at reasonable cost are extremely limited within Sacramento County. Furthermore, sites that do not meet cost and zoning criteria are generally eliminated as alternatives. This project site was selected by SHRA from several potential properties considered based upon feasibility, location, and affordability.

No Action Alternative [24 CFR 58.40(e)]:

The No Action Alternative would leave the parcel vacant with no funding for affordable multifamily housing. All potential adverse effects can be mitigated, therefore there are no benefits to the physical or human environment by taking no federal action for this project. Benefits to the human environment by providing affordable housing in an area facing a housing affordability crisis would not accrue.

The County has determined the project is consistent with the County plans, policies, and regulations for the project site. Not building on this infill site with good transit access could result in more housing constructed further out in agricultural areas to meet the demand for affordable housing, contributing to urban sprawl, regional traffic congestion and regional air quality problems.

Summary of Findings and Conclusions:

The environmental assessment has determined that the construction of the Longview Apartments Project would have no adverse effect on the human or physical environment. The project would construct 66 new affordable housing units for low-income individuals and their families. The activities are consistent with adopted plans and policies, and the new development would connect to existing municipal services that the County has determined are adequate to serve infill development. The surrounding vicinity has transit access to a full range of commercial, medical, emergency, social and recreational services to serve the future residents. Ambient noise levels will be mitigated during construction and design. Measures are in place to address unanticipated discoveries of cultural resources during ground moving activities and tree protection, and a nesting bird survey is required before construction begins. The project will therefore have a beneficial effect on the quality of the human environment and no adverse effect on the natural environment.
**Mitigation Measures and Conditions [40 CFR 1505.2(c)]**

Summarize below all mitigation measures adopted by the Responsible Entity to reduce, avoid, or eliminate adverse environmental impacts and to avoid non-compliance or non-conformance with the above-listed authorities and factors. These measures/conditions must be incorporated into project contracts, development agreements, and other relevant documents. The staff responsible for implementing and monitoring mitigation measures should be clearly identified in the mitigation plan.

<table>
<thead>
<tr>
<th>Law, Authority, or Factor</th>
<th>Mitigation and Avoidance Measures</th>
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<tbody>
<tr>
<td><strong>Migratory Bird Treaty Act of 1918 (MBTA), codified at 16:</strong></td>
<td>If any construction activities (e.g., clearing, grubbing, or grading) are scheduled during the bird nesting season (typically defined by CDFW as February 1 to September 1), the County or approved construction contractor shall retain a qualified biologist to conduct a pre-construction survey of the project area, including a 100-foot buffer, as access is available, to locate active bird nests, identify measures to protect the nests, and locate any other special status species. The pre-construction survey shall be conducted no more than 14 days prior to the implementation of construction activities (including staging and equipment storage). Any active nest should not be disturbed until the young have fledged or under the direction provided by a qualified biologist. Any special status species shall not be disturbed without the direction of a qualified biologist. If an active nest is found during construction, disturbance shall not occur without direction from a qualified biologist.</td>
</tr>
</tbody>
</table>
| **Vegetation, Wildlife** | All retained trees should be protected by:  
1. Obtain a Certified Arborist with experience monitoring construction activities to evaluate protective fencing to ensure it is placed properly prior to construction. Arborist should visit site periodically to confirm that fencing remains in place and monitor field situations in case they diverge from plans.  
2. Install temporary protective fencing at the edge of the dripline, or edge of approved construction, prior to beginning grading or construction. Maintain fencing in place for duration of all construction activity in the area.  
3. Maintain existing grade within the fenced portion of the dripline. Route all underground work outside of the dripline.  
4. Place a 4” layer of chipped bark mulch over the soil surface within the fenced dripline prior to installing temporary fencing. Maintain this layer of mulch throughout construction.  
5. Prune to clean, raise or provide necessary clearance. Prune to reduce branches that are over-loaded, over-extended, largely horizontal, arching, or have foliage concentrated near the branch end, per International Society of Arboriculture Pruning Standards. |
6. Pruning to occur by, or under the supervision of, an Arborist certified by the International Society of Arboriculture.
7. Post-construction evaluation is recommended to monitor tree health and vigor of retained trees impacted by construction.

<table>
<thead>
<tr>
<th>Historic Preservation</th>
<th>During initial grubbing and tree removal on site, Wilton Rancheria will be present to check the topsoil for any resources prior to ground disturbance.</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800</td>
<td></td>
</tr>
<tr>
<td><strong>MM CUL-1: Cultural Resources Site Visit.</strong></td>
<td></td>
</tr>
<tr>
<td><strong>MM CUL-2: Cultural Resources Construction Monitoring.</strong></td>
<td>During ground disturbing activities, a qualified Wilton Rancheria Tribal Cultural Monitor shall be continuously present onsite, and on-call during trenching activities, to observe disturbance areas. The qualified Monitor or contractor shall halt work in the immediate vicinity if artifacts, exotic rock, shell, or bone are uncovered during the construction. In the event such cultural resources are unearthed during ground disturbing activities, and the qualified Monitor is not in that location, the project operator shall cease all ground-disturbing activities within one hundred feet of the find and immediately contact the qualified Monitor. Work shall not resume until the potential resource can be evaluated by the qualified Monitor. The qualified Monitor shall be empowered to halt or redirect ground-disturbing activities away from the vicinity of the find until the qualified Monitor has evaluated the find, determined whether the find is culturally sensitive, and designed an appropriate short term and long-term treatment plan. The Monitor shall determine the significance of the finding. If determined to be significant the Monitor shall prepare a treatment plan in consultation with local experts, Native American Representatives, and the County Planning &amp; Development Services Department.</td>
</tr>
<tr>
<td><strong>MM CUL-3: Discovery of Unknown Resources</strong></td>
<td>The project applicant shall continuously comply with the following requirement: If unanticipated cultural or tribal cultural resources are encountered while grading or construction, the project operator/contractor shall cease any ground-disturbing activities within one hundred feet of the find. Cultural and/or tribal cultural resources may include prehistoric as well as historic materials such as glass, metal, wood, brick, or structural remnants. A qualified Monitor shall evaluate the resource and recommend treatment measures, as appropriate archaeological materials such as flaked and ground stone tools and debris, shell, bone, ceramics, and fire-affected rock.</td>
</tr>
<tr>
<td><strong>Noise Abatement and Control</strong></td>
<td>The proposed project is predicted to meet HUD exterior and interior noise level standards assuming the following requirements are incorporated into design for the new residential building portions of the project:</td>
</tr>
<tr>
<td>Communities Act of 1978; 24 CFR Part 51 Subpart B</td>
<td>The affected building facades of the project shall include the following noise control measures, as outlined on Figure 5 of the Noise Report:</td>
</tr>
<tr>
<td>---------------------------------------------------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>- Building facades shall include use of stucco with sheathing or cement fiber board with sheathing.</td>
<td>- STC 34 minimum rated glazing shall be used in the typical units.</td>
</tr>
<tr>
<td>- STC 34 minimum rated glazing shall be used in the manager unit’s bedroom.</td>
<td>- STC 34 minimum rated glazing shall be used in the manager unit’s great room.</td>
</tr>
<tr>
<td>- STC 38 minimum rated glazing shall be used in the manager unit’s bedroom.</td>
<td>- Interior gypsum at exterior walls shall be 5/8” on resilient channel or 5/8” on staggered stud wall assembly.</td>
</tr>
<tr>
<td>- Mechanical ventilation penetrations for exhaust fans shall not face toward I-80 Business. Where feasible, these vents should be routed towards the opposite side of the building to minimize sound intrusion to sensitive areas of the buildings. Where vents must face toward I-80 Business, it is recommended that the duct work be increased in length and make as many “S” turns as feasible prior to exiting the dwelling. This separates the openings between the noise source and the living space with a long circuitous route. Each time the sound turns a corner, it is reduced slightly. Flexible duct work is preferred ducting for this noise mitigation. Where the vent exits the building, a spring-loaded flap with a gasket should be installed to reduce sound entering the duct work when the vent is not in use.</td>
<td>- Mechanical ventilation shall be provided to allow occupants to keep doors and windows closed for acoustic isolation.</td>
</tr>
<tr>
<td>- No PTAC’s shall be used. In lieu of these measures, an interior noise control report may be prepared by a qualified acoustic engineer demonstrating that the proposed building construction would achieve the HUD interior noise reduction requirement of 30 dBA.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Noise Abatement and Control</th>
<th>The County shall establish the following as conditions of approval for any permit that results in the use of construction equipment:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B</td>
<td>- Construction shall be limited to the following times:</td>
</tr>
<tr>
<td></td>
<td>- Monday through Friday: 6:00 a.m. to 8:00 p.m.</td>
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<tr>
<td></td>
<td>- Saturday and Sunday: 7:00 a.m. to 8:00 p.m.</td>
</tr>
<tr>
<td></td>
<td>- All construction equipment powered by internal combustion engines shall be properly muffled and maintained.</td>
</tr>
<tr>
<td></td>
<td>- Quiet construction equipment, particularly air compressors, are to be selected whenever possible.</td>
</tr>
<tr>
<td></td>
<td>- All stationery noise-generating construction equipment such as generators or air compressors are to be located as far as is possible.</td>
</tr>
</tbody>
</table>
practical from existing residences. In addition, the project contractor shall place such stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.
- Unnecessary idling of internal combustion engines is prohibited.
- The construction contractor shall, to the maximum extent practical, locate on-site equipment staging areas to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.

<table>
<thead>
<tr>
<th>Contamination and Toxic Substances</th>
<th>Mitigation Measure 1 (Arsenic and Lead in Soil)</th>
</tr>
</thead>
<tbody>
<tr>
<td>24 CFR Part 50.3(i) &amp; 58.5(i)(2)</td>
<td>As elevated arsenic and lead concentrations are present throughout the near surface soils in exceedance of SFRWQCB Residential ESLs, prior to construction, a Site Management Plan and Worker Health and Safety Plan should be prepared that sufficiently address site earth work and grading activities, where arsenic and lead may be encountered in soil during project construction. Soil at boring S-6 with reported elevated lead concentrations in near surface soils (0'-0.5') should be excavated in a 20’x 20’ grid (around boring S-6), appropriately delineated, stockpiled and properly characterized for waste disposal prior to construction earthwork and grading activities in proximity to boring S-6. Additional mitigations for environmental and worker safety can include risk assessments and clean soil coverage (capping) to mitigate exposure to existing arsenic and lead containing soil.</td>
</tr>
</tbody>
</table>

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<thead>
<tr>
<th>Environmental Justice</th>
<th>Executive Order 12898</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>Because EJScreen indicated high levels of PM2.5 and diesel particulate matter, the proposed project designs shall incorporate enhanced air filtration for project HVAC systems. Enhanced HEPA filtration can provide 60% to 90% improved indoor air quality.</td>
</tr>
</tbody>
</table>
Determination:

☒ Finding of No Significant Impact [24 CFR 58.40(g)(1); 40 CFR 1508.27]
The project will not result in a significant impact on the quality of the human environment.

☐ Finding of Significant Impact [24 CFR 58.40(g)(2); 40 CFR 1508.27]
The project may significantly affect the quality of the human environment.

Preparer Signature: _____________________________ Date: 7/11/23

Name/Title/Organization: __Gail M. Ervin, Consulting Principal, NCE

Certifying Officer Signature: ___________ Date: 7/13/2023

Name/Title: ___________ Eduardo Dominguez, Environmental Analyst, SHRA

This original, signed document and related supporting material must be retained on file by the Responsible Entity in an Environmental Review Record (ERR) for the activity/project (ref: 24 CFR Part 58.38) and in accordance with recordkeeping requirements for the HUD program(s).
# Longview Apartments

0 Longview Dr, Sacramento, 95660
COUNTY OF SACRAMENTO

## Scope of Work

New construction of 66 units of permanent supportive publically funded apartments, including associated amenities.

## Design Review

**A0.1**  COVER SHEET

**A0.2**  RENDERING - FRONT

**A0.3**  RENDERING - COURTYARD

**A0.4**  DEVELOPMENT STANDARDS

**A0.5**  SITE SURVEY

**C1.0**  SURFACE IMPROVEMENT PLAN

**C2.0**  CIVIL GRADING, DRAINAGE, & UTILITY PLAN

**C3.0**  SURFACE ACCESS PLAN

**A1.0**  CONTEXT MAP & OFFSITE IMPROVEMENTS

**A1.1**  SITE PLAN - EXISTING AND DEMOLITION

**A1.2**  SITE PLAN - NEW

**A2.1**  BUILDING FLOOR PLAN - FIRST FLOOR

**A2.2**  BUILDING FLOOR PLAN - SECOND FLOOR

**A2.3**  BUILDING FLOOR PLAN - THIRD FLOOR

**A2.4**  UNIT FLOOR PLANS

**A3.1**  BUILDING ELEVATIONS

**A3.2**  BUILDING ELEVATIONS

**A3.3**  BUILDING ELEVATIONS

**A3.4**  BUILDING ELEVATIONS

**A4.0**  EXTERIOR LIGHTING INFORMATION

**L1.1**  LANDSCAPE PLAN

**L1.2**  SITE AMENITIES

**L1.3**  PARKING LOT SECTIONS

**L1.4**  PLANT PALETTE, PLANT LIST, AND PHOTOS

**C1.0**  SURFACE IMPROVEMENT PLAN

**C2.0**  CIVIL GRADING, DRAINAGE, & UTILITY PLAN

**C3.0**  SURFACE ACCESS PLAN

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**A2.2**  BUILDING FLOOR PLAN - SECOND FLOOR

**A2.3**  BUILDING FLOOR PLAN - THIRD FLOOR

**A2.4**  ROOF PLAN

**A3.1**  BUILDING ELEVATIONS

**A3.2**  BUILDING ELEVATIONS

**A3.3**  BUILDING ELEVATIONS

**A3.4**  BUILDING ELEVATIONS

**A4.0**  EXTERIOR LIGHTING INFORMATION

## Applicable Codes

- 2022 California Green Code - applies to certain new buildings only - all new residential buildings 3 stories or less and all new non-residential buildings. HERS verification required by T-24 Energy Report.

## Project Team

- **Civil:**
  - BKF Engineers
  - Contact: Jim McCurdy, PE
  - 980 9th St, Suite 2300, Sacramento, CA 95814
  - (916) 566-5855, jmccurdy@bkf.com

- **Civil:**
  - CSW/Stuber-Stroeh Engineering Group, Inc.
  - Contact: Marcia Vallier
  - 121 Park Place, Point Richmond, CA 94801
  - (510) 367-6166, MVallier@cswst2.com

- **Architect:**
  - Gunkel Architecture Inc.
  - Contact: Brad Gunkel
  - 1295 59th St, Emeryville, CA 94608
  - (510) 984-1112, brad@gunkelarchitecture.com

- **Owner:**
  - Dawson Holdings, Inc
  - 7250 Redwood Blvd., Suite #214
  - Novato, CA 94945
  - (202) 868-1105

- **Housing Corporation:**
  - Jamboree Housing Corporation
  - 555 Capitol Mall, Suite 625
  - Sacramento, CA 95814
  - (949) 263-8676

- **Electrical:**
  - Jamboree Housing Corporation
  - 555 Capitol Mall, Suite 625
  - Sacramento, CA 95814
  - (949) 263-8676

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<td>A2.2</td>
<td>BUILDING FLOOR PLAN - SECOND FLOOR</td>
<td>***</td>
</tr>
<tr>
<td>A2.3</td>
<td>BUILDING FLOOR PLAN - THIRD FLOOR</td>
<td>***</td>
</tr>
<tr>
<td>A2.4</td>
<td>ROOF PLAN</td>
<td>***</td>
</tr>
<tr>
<td>A3.1</td>
<td>BUILDING ELEVATIONS</td>
<td>***</td>
</tr>
<tr>
<td>A3.2</td>
<td>BUILDING ELEVATIONS</td>
<td>***</td>
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<tr>
<td>A3.3</td>
<td>BUILDING ELEVATIONS</td>
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<tr>
<td>A3.4</td>
<td>BUILDING ELEVATIONS</td>
<td>***</td>
</tr>
<tr>
<td>A4.0</td>
<td>EXTERIOR LIGHTING INFORMATION</td>
<td>***</td>
</tr>
</tbody>
</table>

## Project Data

- **Parcel Number:** 240-0232-061-0000
- **Zoning Code:** BP - BUSINESS AND PROFESSIONAL
- **Lot Size:** 110,247 S.F. (2.53 ACRES)
- **Construction Type:** VB (SPRINKLERED)

- **2022 California Residential Code (applies to one and two family houses and townhomes less than 3 stories in height. (incorporated by adoption and reprinted the 2018 International Residential Code).**
- **2022 California Energy Code (check the California Energy Commission’s website at http://www.energy.ca.gov for a downloadable version. Published by ICC).**
- **2022 California Electrical Code (incorporated by adoption and reprinted the 2017 National Electrical Code with California Amendments, published by the National Fire Protection Agency, NFPA).**
- **2022 California Mechanical Code (incorporated by adoption and reprinted the 2018 Uniform Mechanical Code with California Amendments, published by the International Association of Plumbing and Mechanical Officials, IAPMO).**
- **2022 California Fire Code (incorporated by adoption and reprinted the 2018 International Fire Code with California Amendments, published by ICC).**
- **2022 California Plumbing Code (incorporated by adoption and reprinted the 2018 Uniform Plumbing Code with California Amendments, published by IAPMO).**
- **2022 California Green Code - applies to certain new buildings only - all new residential buildings 3 stories or less and all new non-residential buildings. HERS verification required by T-24 Energy Report.**

## Vicinity Map

![Vicinity Map](image)
COUNTY OF SACRAMENTO
LONGVIEW APARTMENTS
A0.4

Site Information

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</thead>
<tbody>
<tr>
<td>Address</td>
<td>0 Longview Dr, Sacramento, 95660</td>
<td>25 percent of net lot area (86684 x 25% = 21671 sf)</td>
<td>40/Unit = 40x65 = 2600sf</td>
<td>80</td>
<td>56 (including 5 compact parking)</td>
<td>66/10 x 1 = 7 Total (with 40 or more automobile parking spaces)</td>
<td>8 (4 racks)</td>
<td>The minimum widths for internal streets or driveways, per Fire Department Standards</td>
</tr>
<tr>
<td>Approx. Parcel Area</td>
<td>110,247 sqft / 2.53 acres (INCLUDES VACATED LONGVIEW DR)</td>
<td>35,450 sf</td>
<td>40/Unit x 25 = 1000 **</td>
<td>0</td>
<td>0**</td>
<td>0**</td>
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</tr>
<tr>
<td>Building Footprint</td>
<td>19,952 sqft</td>
<td>126' Min</td>
<td>** Affordable Housing Incentive Program - Concessions / Incentives**</td>
<td></td>
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</tbody>
</table>

** UPZ = Conditional Use Permit by the Zoning Administrator**

** Open Space Requirements**

- Minimum Open Space and Landscaping (i.e. yards and landscaped setbacks) 86684 x 25% = 21671 sf
- Common Outdoor Amenities Required**: For 10 units or more
- Minimum Private Open Space/Unit (sf) 40/Unit = 40x65 = 2600sf
- Minimum Storage Area Volume/Unit (cubic feet) 80
- Vehicle Parking (Section 6.5.4.F. Table 6.7 - when located within proximity to transit) 56 (including 5 compact parking)
- Motorcycle Parking Requirements (Section 5.9.8.) 1 for each 40 automobile parking spaces (68/40 = 2 Total) 0**
- Bicycle Parking Requirements (Section 5.9.9.) Short Term Guest Bicycle Parking 86 x 1 = 7 Total 8 (4 racks) Long Term 66 x 1 = 66 Total 36**

** Development Standards**

- Maximum Height (feet) and Story Limits RD-30 and all other zones: 150 feet and no story limit 36 feet and 3 stories
- Front Yard 20 (Without PUPF** / 26 (With PUPF) 126' Min
- Interior Side and Rear Yards - All Other Circumstances except adjacent to or within low density residential zoning districts 15 (3 story +) 5' Min interior yard (3 story) **
- Side Street Yard 15 (Without PUPF) / 21 (With PUPF) N/A

** General Plan Info**

- COMM/OFF - Commercial/Offices
- Zoning Classification: BP - BUSINESS AND PROFESSIONAL OFFICE
- UPZ = Conditional Use Permit by the Zoning Administrator**

** Building Information**

- First Floor: 19,952sf
- Second Floor: 20,690sf
- Third Floor: 20,037sf
- Total: 60,679sf
- Residential Units 66 Units

GUNKEL ARCHITECTURE
1225 99TH STREET
EMERYVILLE, CA 94608
GUNKELARCHITECTURE.COM
PHONE: (510) 984 - 1112

LONGVIEW APARTMENTS
0 Longview Dr, Sacramento, 95660
COUNTY OF SACRAMENTO
DOG RUN
35’-0” x 57’-0” AREA WITH 5’-0” TALL, BLACK VINYL-COATED CHAIN LINK FENCE AND DOUBLE ENTRY DOOR, BARK MULCH SURFACING AND CONCRETE, PAVED WITH LOUG WASTE STATION, MDF 19188SM AND DRINKING FOUNTAIN MDF 395SM OUTSIDE GATES

ACCENT PAVING SUBLIM Uploaded in context. PAVING AT ENTRANCE, COMPLEMENTARY COLOR CONCRETE IN COMMUNITY AREA, DAVIS INTEGRAL COLORANT, BAYOU #6130 OR EQUAL.

VISITOR BIKE RACK
DUMOR LOOP RACK #291

COMMUNITY SPACE
CONCRETE PAVIN WITH G46 SHADE STRUCTURE, DUA SHADE AT POINT PAVIN, IN STANDARD COLOR.

COMMUNITY GARDEN
KETER CONTINA 7’-0”L x 7’-0”W x 7’-0’T POTTING SHED, CONSTRUCTED ON SITE, RAISED, WOODEN GARDEN BEDS, COMPOST BIN AND POTTING SHELTER ON COMPOSTED DECOMPOSED GRANITE PAVING WITH NARROW PLANTING AREAS FOR CLIMBING PLANTS, BOUNDED BY 4’-0” TALL WOOD AND WIRE FENCE WITH GATE.

SMOKING SHELTER
HANDIHUT MODEL S5-2S, 12’-4”L X 5’-0”W X 7’-0”H COVERED SHELTER WITH GLASS THREE SIDES, STANDARD CANTILEVER BENCH IN WOOD, WALL MOUNTED CIGARETTE BUTT RECEPTACLE AND SMOKERS POLE RECEPTACLE OUTSIDE ENCLOSURE.

ROLLARD AND POLE LIGHTS
SELUX NOTCH BOLLARD L.E.D. PATH LIGHT WITH DARK SKY CUT OFF LENS AND SELUX QUADRO SINGLE OR DOUBLE POLE MOUNTED DARK SKY, L.E.D. PARKING LOT FIXTURE.

LONGVIEW APARTMENTS
COUNTY OF SACRAMENTO
### Longview Apartments

#### 121 Park Place, Richmond, CA 94801

**Phone:** 510-367-6166

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**Engineering & Planning Services**
- Land Surveying
- Landscape Architecture
- Mapping

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**Plants**

**Trees**
- Arbustus ‘Marina’ (Strawberry Tree)
- Caryopteris x clandonensis ‘Dark Knight’ (Bluebeard)
- Geijera parviflora ‘Tuscarora’ (Tuscarora Crape Myrtle)
- Pistache chinensis ‘Keith Davey’ (Fruitless Chinese Pistache)
- Quercus wislizeni ‘Interior Live Oak’ (Valley Oak)
- Quercus lobata ‘Greenspire’ (Little Leaf Linden)

**Shrubs / Accent Plants / Ground Covers**
- Arctostaphylos ‘Pacific Mist’ (Pacific Mist Manzanita)
- Caryopteris x clandonensis ‘Dark Knight’ (Bluebeard)
- Dietes bicolor ‘Orange Drop’ (Fortnight Lily)
- Dietes iridioides ‘Orange Drop’ (Fortnight Lily)
- Grevillea lanigera ‘Mount Tamboritha’ (Woolly Grevillea)
- Hakea ‘Silver Sheen’ (Silver Sheen Kohuhu)
- Lomandra longifolia ‘Pride’ (Dwarf Mat Rush)
- Lomandra longifolia ‘Silver Edge’ (Emerald Snow Fringe Flower)
- Pittosporum tenuifolium ‘Silver Sheen’ (Silver Sheen Pittosporum)
- Rosa ‘Iceberg’ (Iceberg Rose)
- Westringia fruticosa ‘Morning Light’ (Coast Rosemary)

**Hydroseed Mixes and Bioretention Area Plants**
- Carex discolor ‘Silver Tangle’ (Silver Tangle Sedge)
- Festuca rubra ‘Molate’ (Molate Red Fescue)
- Juncus patens ‘Grey Rush’ (Grey Rush)
- Juncus patens ‘Silver Spire’ (Silver Spire Rush)

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**Plant Palette, Plant List, and Photos**

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**Longview Apartments**

**County of Sacramento**

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**PLANT LIST**

**PLANT PALETTE**

**PLANT LIST, PLANT LIST, AND PHOTOS**

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**LONGVIEW APARTMENTS**

**COUNTY OF SACRAMENTO**

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**L1.4**
ACCESSIBLE PEDESTRIAN CONNECTION TO THE PUBLIC RIGHT-OF-WAY, OPTION 1:  NEW ACCESSIBLE SIDEWALK IN EASEMENT, CONNECTING TO EXISTING SIDEWALK, PENDING ACCEPTANCE OF ADJACENT PROPERTY OWNER.

ACCESSIBLE PEDESTRIAN CONNECTION TO THE PUBLIC RIGHT-OF-WAY, OPTION 2:  NEW SIDEWALK PER COUNTY'S STANDARD ALONG LONGVIEW DRIVE IF OPTION 1 IS NOT ATTAINABLE.