



+U.S. Department of Housing and Urban Development

San Francisco Regional Office
1 Sansome Street, Suite 1200
San Francisco, California 94104

**Environmental Assessment
for HUD-Funded Proposals**

Recommended format per 24 CFR 58.36, revised March 2005
[Previously recommended EA formats are obsolete].



Project Identification: 69th Street Apartments Project

Preparer: Raney Planning & Management, Inc.
Rod Stinson, Vice President/Air Quality Specialist

Responsible Entity: Sacramento Housing and Redevelopment Agency
801 12th Street
Sacramento, CA 95814

Month/Year: August 2023

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

Project Information

Project Name:	69 th Street Apartments Project
Responsible Entity and Grant Recipient:	Sacramento Housing and Redevelopment Agency 801 12 th Street Sacramento, CA 95814 Phone: 916-440-1302
State/Local Identifier:	N/A
Preparer:	Raney Planning & Management, Inc. Rod Stinson, Vice President/Air Quality Specialist rods@raneymangement.com Phone: 916-372-6100
Certifying Officer Name and Title:	La Shelle Dozier, Executive Director Sacramento Housing and Redevelopment Agency
Consultant (if applicable):	Raney Planning & Management, Inc.
Project Location:	6661 Folsom Boulevard, Sacramento, CA 95819 Assessor's Parcel Numbers (APN): 008-0392-012 and 008-0392-019

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

The following sections describe the project site location and the components included as part of the 69th Street Apartments Project (proposed project).

Project Site Location

The project site consists of approximately 1.38 acres and is located at 6661 Folsom Boulevard in the City of Sacramento, California (see Figure 1 and Figure 2). The project site, identified by APNs 008-0392-012 and 008-0392-019, is currently developed with a gym and car wash, neither of which are operational, a restaurant, and associated parking lot. Surrounding existing land uses include commercial uses to the north, across Elvas Avenue, with Union Pacific Railroad (UPRR) tracks and the California State University, Sacramento campus further north; a building supply company to the east, across Elvas Avenue; commercial uses to the south, across Folsom Boulevard; a mixed-use building and commercial uses to the west; and a student housing complex to the southwest, across Folsom Boulevard. The project site is located in the East Sacramento Community Plan. The City of Sacramento General Plan designates the site as Urban Center Low and the site is zoned Residential Mixed-Use/Transit Overlay/Folsom Boulevard West Special Planning District (RMX-TO-SPD).

Proposed Project

The proposed project would include demolition of the on-site gym, car wash, and restaurant, and redevelopment of the site with a six-story affordable housing building with 130 residential units. The affordable housing building would consist of 30, 619-square foot (sf) one-bedroom units; 60, 828-sf two-bedroom units; and 40, 1,036-sf three-bedroom units, with one unit to be reserved for an on-site manager. The ground floor of the building would include a community room, lobby, office, and manager's office, mail and parcel room, as well as a bicycle storage room for up to 65 bicycles (see Figure 3). The residential units would be located on the second through the sixth floor of the building (see Figure 4 and Figure 5). The development would also include a 7,919-sf outdoor central courtyard on the second floor, which would include gathering areas with seating and a children's play structure. A total of 72 parking stalls would be available within the ground floor podium parking and 13 additional bicycle parking spaces would be provided near the building entrances and along the sidewalk. The project would also include two bioretention basins. The project's units would be affordable for individuals and families with income at or below 60 percent area median income (AMI) for Sacramento County, or as required by State financing sources.

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

According to the Regional Housing Needs Assessment (RHNA) for the Sacramento Area Council of Governments (SACOG), the City of Sacramento is expected to need 10,463 very low-income housing units, 6,306 low-income housing units, 8,545 moderate income housing units, and 20,266 above moderate-income units.¹

¹ Sacramento Area Council of Governments. *SACOG Regional Housing Needs Plan, Cycle 6 (2021-2029)*. Adopted March 2020. (Appendix G)

Figure 1
Regional Project Location

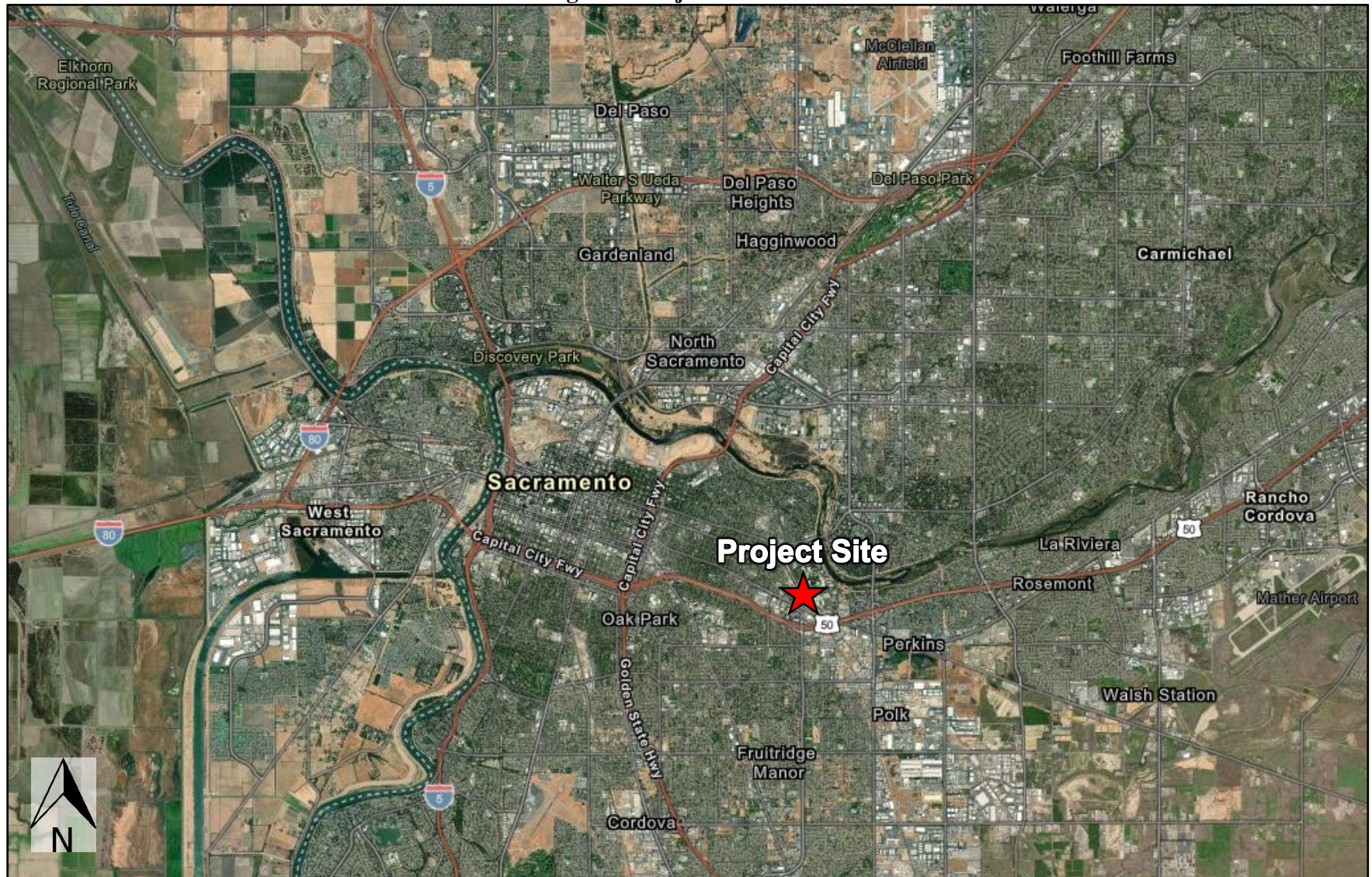
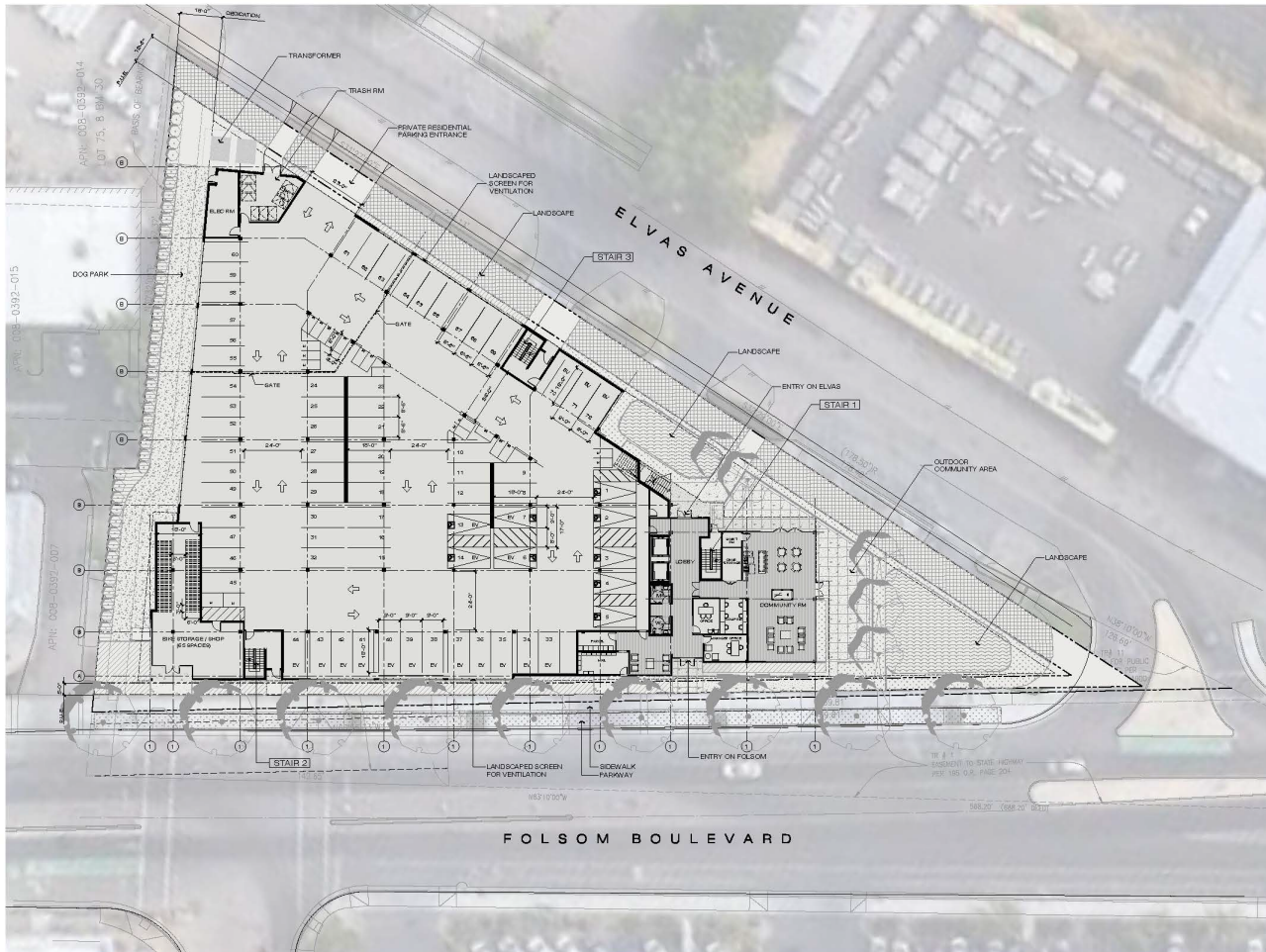


Figure 2
Project Site Boundaries



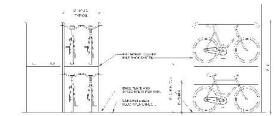
Figure 3
Ground Floor Site Plan



LEGEND

- [STAIR 1] LEVEL L-1 TO ROOF
- [STAIR 2] LEVEL L-1 TO LEVEL L-6
- [STAIR 3] LEVEL L-1 TO LEVEL L-6

1. Short-Term bicycle parking spaces shall be installed outside near building entrances and along sidewalk
2. Long-Term bicycle storage spaces shall be in a secured room with wall-mounted tandem racks
3. All bicycle racks and layouts meet the City of Sacramento Bike Rack Design and Placement Design Standards
4. All driveways comply with the objective standards in City Code Section 17.508, including minimum width and location



Long-Term bicycle storage racks

69TH STREET APARTMENTS

CRP AFFORDABLE HOUSING AND COMMUNITY DEVELOPMENT
303 CENTURY PLAZA, SUITE 400
LOS ANGELES, CA 90007

SACRAMENTO - CALIFORNIA



SITE PLAN / BUILDING PLAN
LEVEL L-1

No. MR220851 Date 11/09/2022 02:01



Figure 4
Second Floor Site Plan



LEGEND

[STAIR 1] LEVEL L-1 TO ROOF
 [STAIR 2] LEVEL L-1 TO LEVEL L-6
 [STAIR 3] LEVEL L-1 TO LEVEL L-6

A1	1 BDRM + 1 BATH	30	23.00%
B1	2 BDRM + 1 BATH	60	46.00%
C1	3 BDRM + 2 BATH	40	31.00 %
130 UNITS			

	A-1	B-1	C-1
L-1	-	-	-
L-2	6	12	8
L-3	6	12	8
L-4	6	12	8
L-5	6	12	8
L-6	6	12	8
	30	60	40
	130 UNITS		

69TH STREET APARTMENTS
 CRP AFFORDABLE HOUSING AND COMMUNITY DEVELOPMENT
 1000 CROCKER PLAZA, SUITE 400
 LOS ANGELES, CA 90007

SACRAMENTO - CALIFORNIA

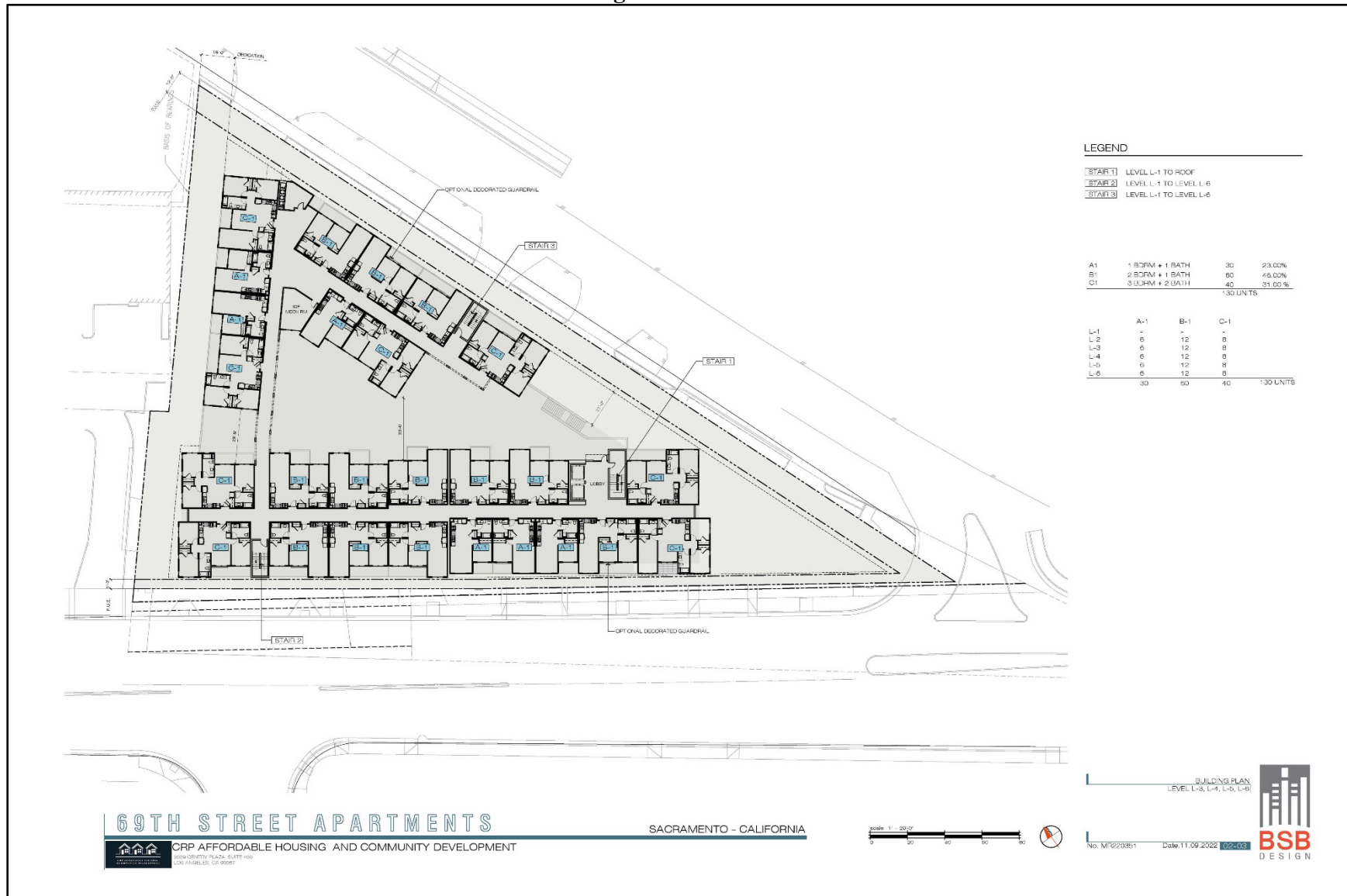


BUILDING PLAN
 LEVEL L-2

No. MKR220361 Date 11/09/2022 02/02

BSB
 DESIGN

Figure 5
Third through Sixth Floor Site Plan



The proposed project would add 130 units affordable for extremely low-, very low-, and low-income individuals and families earning up to 60 percent AMI levels to assist in achieving the City’s RHNA goals. The proposed residential units would help to meet the City of Sacramento’s affordable housing requirements.

Additionally, the City of Sacramento 2021-2029 Housing Element includes several goals and policies related to affordable housing.² Specifically, Goal 2 aims to increase affordable and workforce housing production throughout the City. For example, Policy H-2.3 requires the City and Sacramento Housing and Redevelopment Agency (SHRA) to “assist affordable housing developments, through site identification, direct funding, support of funding applications, [...] and other incentive.”³ In addition, Policy H-2.11 requires the City to “explore new strategies to convert abandoned and blighted properties into affordable housing.” By providing quality, affordable housing for individuals and families, the proposed project would support the aforementioned goals and policies.

The applicant is seeking funding assistance from the U.S. Department of Housing and Urban Development (HUD). The National Environmental Policy Act (NEPA) mandates that federal agencies consider the environmental ramifications of a wide variety of proposed actions. Due to funding from federal sources, the proposed project is subject to environmental review under NEPA. Because implementation of the proposed project has the potential to result in environmental impacts on the project site, the preparation of an Environmental Assessment (EA) is required.

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

The following sections describe the existing conditions and surrounding land uses, as well as the flood hazard, surface water, and groundwater conditions of the project site.

Existing Conditions and Surrounding Land Uses

The 1.38-acre project site is located on two parcels identified by APNs 008-0392-012 and 008-0392-019. The site is developed with a gym and car wash, neither of which are operational, as well as a restaurant and associated parking lot. The project site slopes gently toward the southeast and is located at an approximate elevation of 40 feet above mean sea level.⁴ Landscaping and scattered trees are located along the eastern and southeastern boundaries of the project site.

Surrounding existing land uses include commercial uses to the north, across Elvas Avenue, with UPRR tracks and the California State University, Sacramento campus further north; a building supply company to the east, across Elvas Avenue; commercial uses to the south, across Folsom Boulevard; a mixed-use building and commercial uses to the west; and a student housing complex to the southwest, across Folsom Boulevard. The project site is located in the East Sacramento Community Plan. The City of Sacramento General Plan designates the site as Urban Center Low and the site is zoned RMX-TO-SPD.

² City of Sacramento. *City of Sacramento 2021-2029 Housing Element – An 8-Year Housing Strategy*. Adopted August 17, 2021. (Amended December 14, 2021). (Appendix G)

³ *Ibid* (pg. 27).

⁴ Partner Engineering and Science, Inc. *Phase I Environmental Site Assessment Report, 6661 Folsom Boulevard, Sacramento, California 95819*. June 9, 2022. (Appendix B)

Flood Hazard, Surface Water, and Groundwater Conditions

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) 06067C0195H, effective August 16, 2012, the entirety of the project site is within Zone X, which is identified as an Area of Minimal Flood Hazard (see Figure 6). Thus, the project site is not located within a special flood hazard zone.

According to the U.S. Fish and Wildlife Service's (USFWS) National Wetlands Inventory (NWI), the nearest surface water sources to the project site include a freshwater forested/shrub wetland approximately 2,827 feet northeast of the project site and a riverine, the American River, approximately 3,016 feet northeast of the project site (see Figure 7). The NWI classifies the nearby wetland as PFOA, which denotes that the wetland is palustrine (P), forested (FO), and temporary flooded (A). The riverine is classified as R2UBH, which denotes that the American River is riverine (R), lower perennial (2), unconsolidated bottom (UB), and permanently flooded (H).

The project site is located approximately 78.84 miles outside of the Coastal Zone Boundary (see Figure 8) and is located approximately 103 miles northeast of the nearest sole source aquifer (SSA), Santa Margarita Aquifer, Scotts Valley SSA (see Figure 9). According to the National Wild and Scenic Rivers System (NWSRS), the nearest identified Wild and Scenic River to the project site is the American River, located approximately 3,016 feet (0.57 miles) to the north (see Figure 10).

Funding Information

Estimated Total HUD Funded Amount:

\$19,500,000

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

The total development cost is projected to be \$100,000,000, \$19,500,000 of which would be funded through Section 8 Project-Based Vouchers (PBVs) program administered through HUD over a 20-year commitment.

Figure 6
FEMA Flood Map

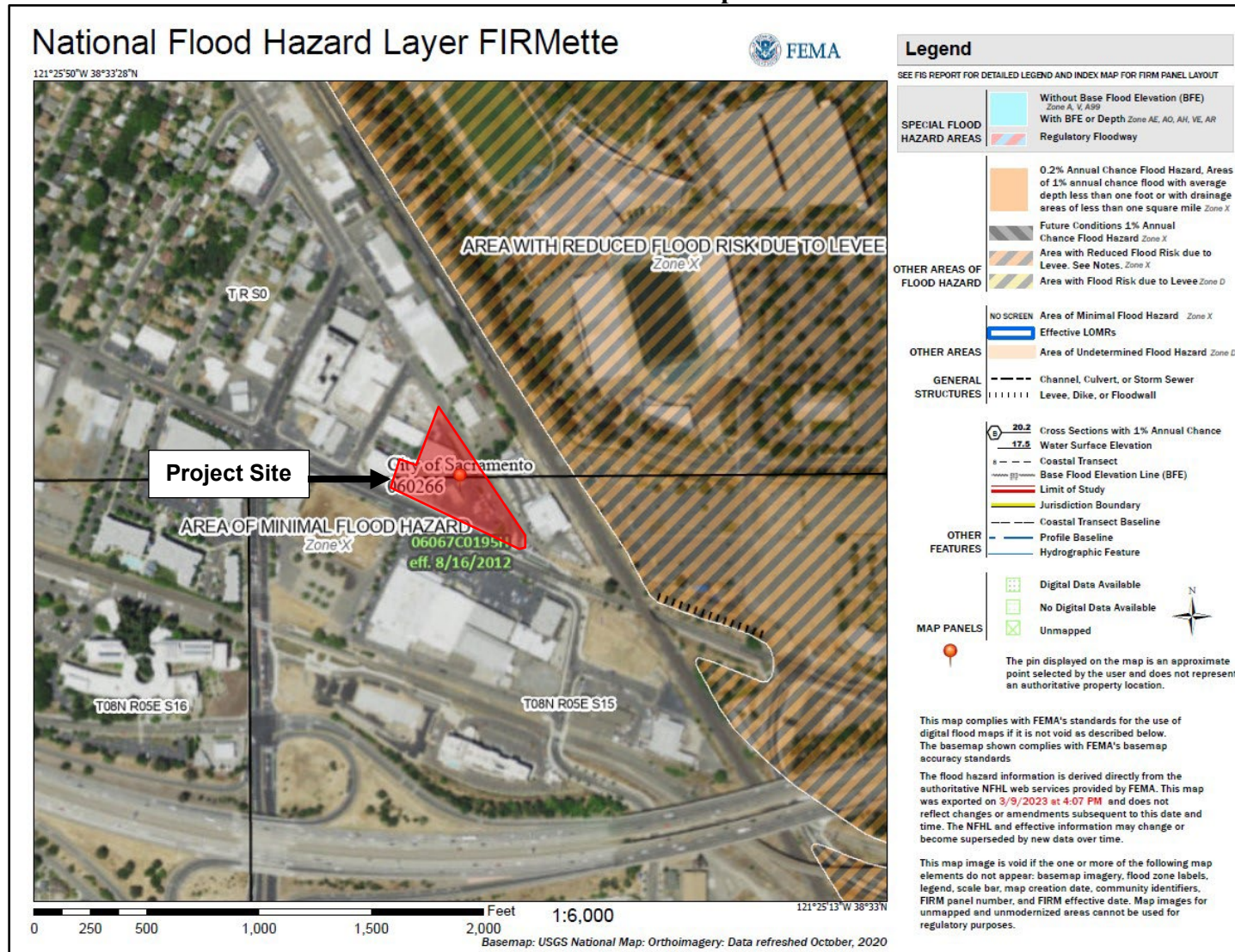


Figure 7
NWI Wetlands Map

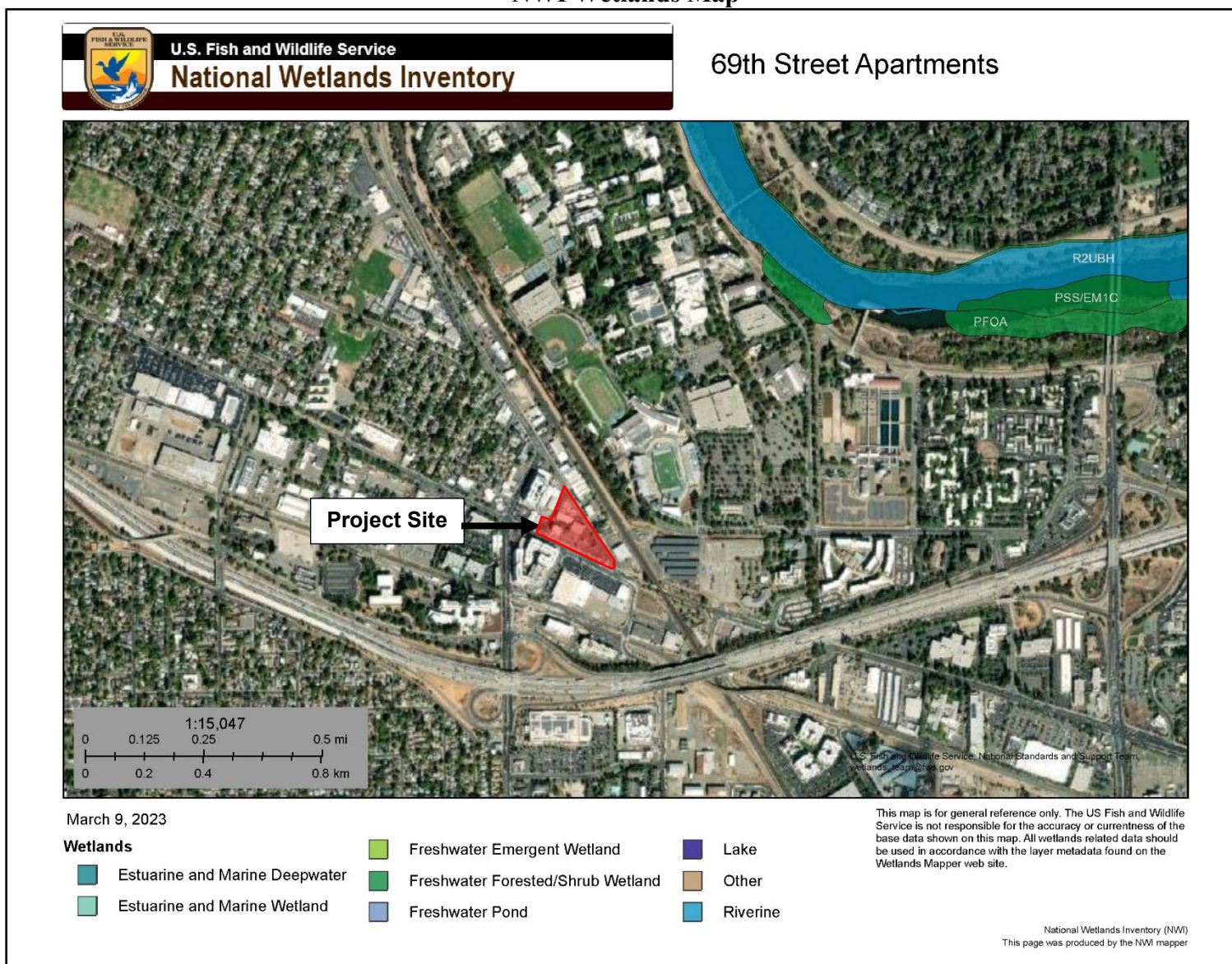
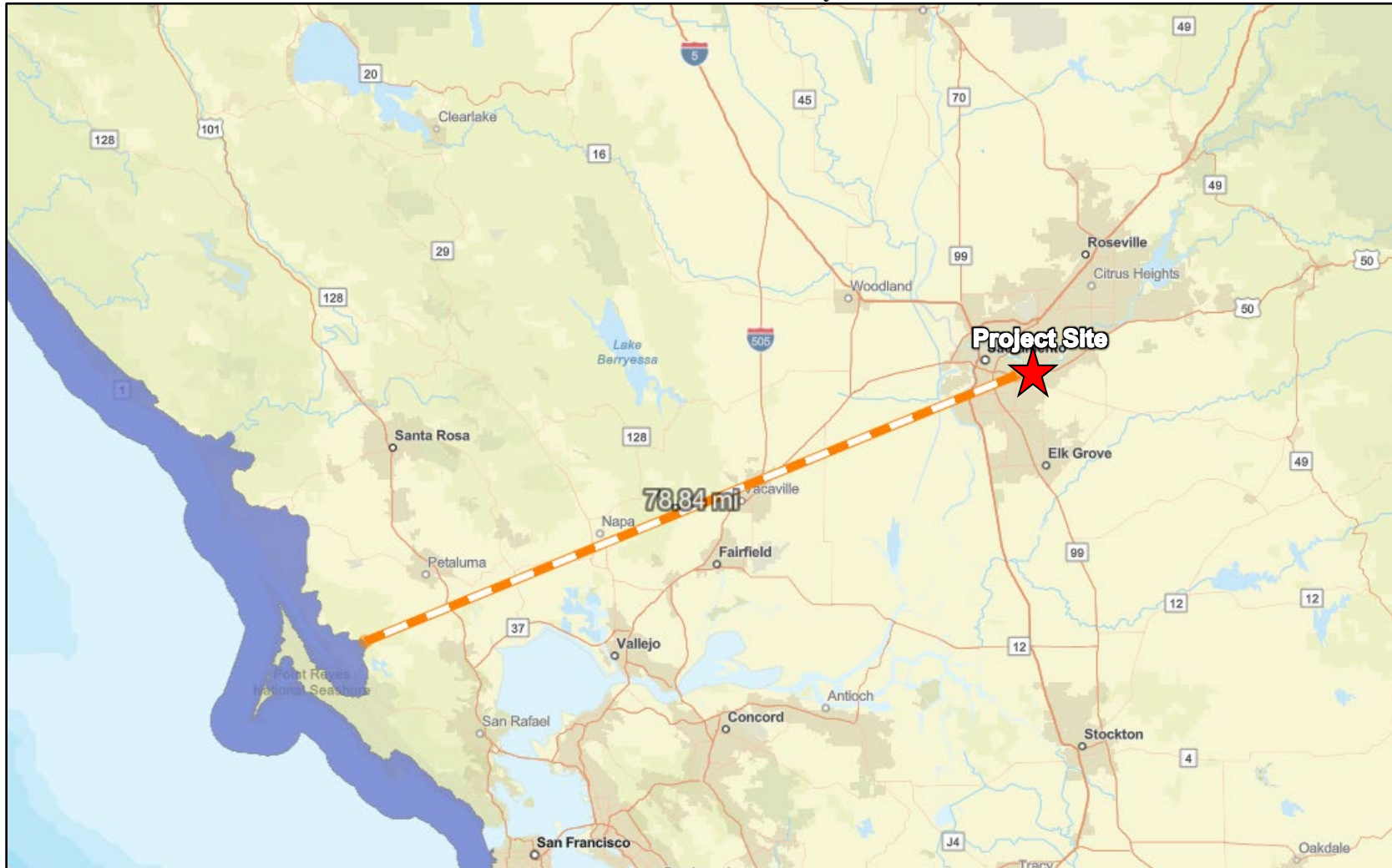
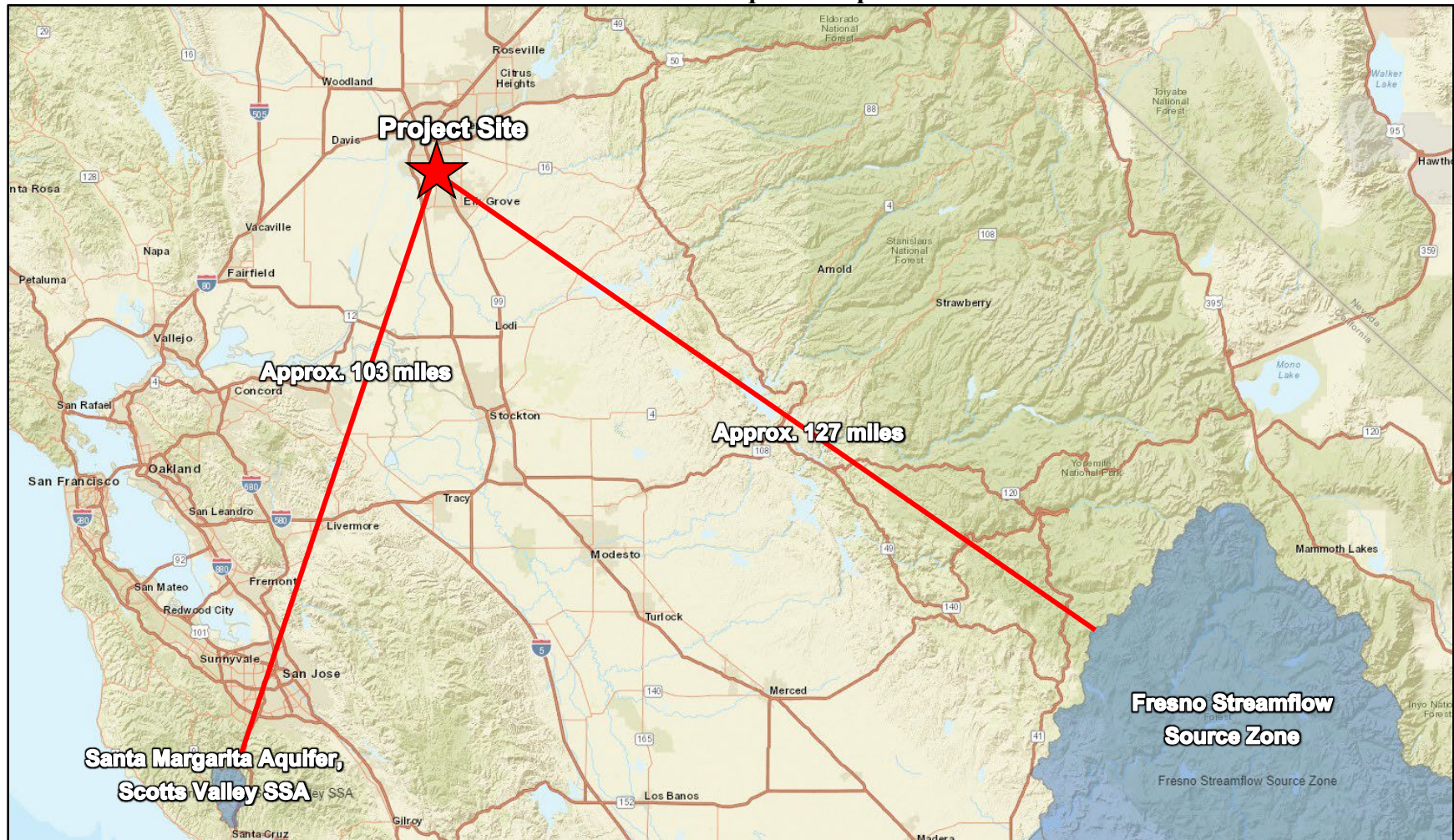


Figure 8
Coastal Zone Boundary



Source: California Department of Fish and Wildlife. BIOS. Accessed March 2023.

Figure 9
Sole Source Aquifer Map



Source: U.S. Environmental Protection Agency. Sole Source Aquifers. Accessed March 2023.

Figure 10
NWSRS Map



Source: US Forest Service, National Wild and Scenic Rivers. January 2017.

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.

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6		
Airport Hazards 24 CFR Part 51 Subpart D	Yes No ☐ ☒	The nearest public airports to the site are the Sacramento Executive Airport, located approximately 4.22 miles (22,282 feet) to the southwest, the Mather Airport, located approximately six miles (31,680 feet) to the east, and the Sacramento McClellan Airport, located approximately 6.72 miles (35,482 feet) to the north. Thus, the project site is not located within 2,500 feet of a civilian airport. The nearest military airport is the Travis Air Force Base, located approximately 32.7 miles (172,656 feet) southwest of the project site and the Beale Air Force Base, located approximately 39.1 miles (206,448 feet) north of the project site. Thus, the project site is not located within 15,000 feet of a military airport. Therefore, the project site is not within a Runway Protection Zone/Clear Zone or an Accident Potential Zone, as defined in 24 CFR 51 D and impacts regarding Airport Clear Zones and/or Accident Potential Zones would not occur. <u>Document Citation</u> Airnav.com. <i>Sacramento Executive Airport</i>. Available at: http://www.airnav.com/airport/KSAC. Accessed March 2023. (Appendix G) Airnav.com. <i>Sacramento Mather Airport</i>. Available at: http://www.airnav.com/airport/KMHR. Accessed March 2023. (Appendix G)

		Airnav.com. <i>McClellan Airfield</i>. Available at: http://www.airnav.com/airport/KMCC. Accessed March 2023. (Appendix G) Airnav.com. <i>Travis Air Force Base</i>. Available at: http://www.airnav.com/airport/KSUU. Accessed March 2023. (Appendix G) Airnav.com. <i>Beale Air Force Base</i>. Available at: http://www.airnav.com/airport/BAB. Accessed March 2023. (Appendix G)
Coastal Barrier Resources Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]	Yes No ☐ ☒	The Coastal Barrier Resources Act (CBRA) of 1982 designated relatively undeveloped coastal barriers along the Atlantic and Gulf coasts as part of the John H. Chafee Coastal Barrier Resources System (CBRS), and made these areas ineligible for most new federal expenditures and financial assistance. The Coastal Barrier Improvement Act (CBIA) of 1990 reauthorized the CBRA; expanded the CBRS to include undeveloped coastal barriers along the Florida Keys, Great Lakes, Puerto Rico, and U.S. Virgin Islands; and added a new category of coastal barriers to the CBRS called "otherwise protected areas" (OPAs). OPAs are undeveloped coastal barriers that are within the boundaries of an area established under federal, state, or local law, or held by a qualified organization, primarily for wildlife refuge, sanctuary, recreational, or natural resource conservation purposes. The project site is located approximately 103 miles northeast of the Pacific Ocean and is not located in the vicinity of the Atlantic, Gulf, or Great Lakes coasts or within the areas expanded by the CBIA in 1990 (see Figure 8). Therefore, the proposed project would not be subject to either the CRBA or the CBIA, and conflicts with such would not occur. <u>Document Citation</u> U.S. Fish and Wildlife Service. <i>Coastal Barrier Resources Act</i>. Available at: https://www.fws.gov/program/coastal-barrier-resources-act. Accessed March 2023. (Appendix G) California Department of Fish and Wildlife. <i>California Department of Fish and Wildlife BIOS</i>. Available at:

		https://apps.wildlife.ca.gov/bios6/ . Accessed March 2023. (Figure 8)
Flood Insurance Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 [42 USC 4001-4128 and 42 USC 5154a]	Yes No ☐ ☒	According to the FEMA FIRM 06067C0195H, effective August 16, 2012, the entirety of the project site is within Zone X, identified as an Area of Minimal Flood Hazard. Therefore, the project site is not located within a 100-year flood plain or a special flood hazard area (see Figure 6). Accordingly, the proposed project would not require coverage under the National Flood Insurance Program, and conflicts with the Flood Disaster Protection Act and the Insurance Reform Act would not occur. <u>Document Citation</u> Federal Emergency Management Agency. <i>Flood Insurance Rate Map 06067C0195H</i>. Available at: https://msc.fema.gov/portal/home. Accessed March 2023. (Figure 6)
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 & 58.5		
Clean Air Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93	Yes No ☐ ☒	The project site is located within the Sacramento Valley Air Basin (SVAB) and under the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD). Pollutants for which air quality standards have been established are called “criteria” air pollutants. Major criteria air pollutants include ozone precursors – reactive organic gases (ROG) and nitrogen oxides (NO_x) – carbon monoxide (CO), respirable or suspended particulate matter less than 10 microns in diameter (PM₁₀), and fine particulate matter less than 2.5 microns in diameter (PM_{2.5}). Federal and State ambient air quality standards (AAQS) have been established for six common air pollutants, known as criteria pollutants, due to the potential for pollutants to be detrimental to human health and the environment. The criteria pollutants include particulate matter, ground-level ozone, CO, sulfur oxides, NO_x, and lead. At the federal level, Sacramento County is designated as severe nonattainment for the 8-hour ozone AAQS, nonattainment for the 24-hour PM_{2.5} AAQS, and attainment or unclassified for all other criteria pollutant AAQS. At the State level, the area is designated as a serious

		nonattainment area for the 1-hour ozone AAQS, nonattainment for the 8-hour ozone AAQS, nonattainment for the 24-hour PM₁₀, AAQS, and attainment or unclassified for all other State AAQS. The Clean Air Act requires each state to prepare an air quality control plan referred to as a State Implementation Plan (SIP). The SIPs are modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins, as reported by their jurisdictional agencies. Due to the nonattainment designations, SMAQMD, along with the other air districts in the SVAB region, periodically prepares and updates air quality plans that provide emission reduction strategies to achieve attainment of the federal AAQS, including control strategies to reduce air pollutant emissions via regulations, incentive programs, public education, and partnerships with other agencies. General conformity requirements of the SIP include whether a project would cause or contribute to new violations of any federal AAQS, increase the frequency or severity of an existing violation of any federal AAQS, or delay timely attainment of any federal AAQS. In addition, a project would be considered to conflict with, or obstruct implementation of, an applicable air quality plan if the project would be inconsistent with the emissions inventories contained in the air quality plan. Emission inventories are developed based on projected increases in population, employment, regional vehicle miles traveled (VMT), and associated area sources within the region, which are based on regional projections that are, in turn, based on General Plans and zoning designations for the region. Due to the nonattainment designations, SMAQMD, along with the other air districts in the SVAB region, are required to develop plans to attain the federal and State AAQS for ozone and particulate matter. The attainment plans currently in effect for the SVAB are the 2013 Revisions to the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan (2013 Ozone Attainment Plan),
--	--	--

		PM_{2.5} Implementation/Maintenance Plan and Re-designation Request for Sacramento PM_{2.5} Nonattainment Area (PM_{2.5} Implementation/Maintenance Plan), and the 1991 Air Quality Attainment Plan (AQAP), including triennial reports. The air quality plans include emissions inventories to measure the sources of air pollutants, to evaluate how well different control measures have worked, and show how air pollution would be reduced. In addition, the plans include the estimated future levels of pollution to ensure that the area would meet air quality goals. Nearly all development projects in the Sacramento region have the potential to generate air pollutants that may increase the difficulty of attaining federal and State AAQS. In order to evaluate ozone and other criteria air pollutant emissions and support attainment goals for those pollutants for which the area is designated nonattainment, SMAQMD has developed the Guide to Air Quality Assessment in Sacramento County (SMAQMD CEQA Guide), which includes recommended thresholds of significance, including mass emission thresholds for construction-related and operational ozone precursors, as the area is under nonattainment for ozone. The SMAQMD's recommended thresholds of significance for the ozone precursors reactive organic compounds (ROG) and NO_x, which are expressed in pounds per day (lbs/day) and tons per year (tons/yr), are presented in Table 1. <table border="1"> <tr> <th colspan="3"> Table 1 SMAQMD Thresholds of Significance (lbs/day) </th></tr> <tr> <th>Pollutant</th><th>Construction</th><th>Operational</th></tr> <tr> <td>ROG</td><td>--</td><td>65 lbs/day</td></tr> <tr> <td>NO_x</td><td>85 lbs/day</td><td>65 lbs/day</td></tr> <tr> <td>PM₁₀*</td><td>80 lbs/day 14.6 tons/yr</td><td>80 lbs/day 14.6 tons/yr</td></tr> <tr> <td>PM_{2.5}*</td><td>82 lbs/day 15 tons/yr</td><td>82 lbs/day 15 tons/yr</td></tr> </table> * The thresholds of significance for PM₁₀ and PM_{2.5} presented above are only applicable if all feasible best available control technology/best management practices (BACT/BMPs) are applied. If all feasible BACT/BMPs are not applied, then the applicable threshold is zero. All feasible BACT/BMPs would be applied to the proposed project. <i>Source: SMAQMD, SMAQMD CEQA Guide, Revised April 2021.</i>	Table 1 SMAQMD Thresholds of Significance (lbs/day)			Pollutant	Construction	Operational	ROG	--	65 lbs/day	NO _x	85 lbs/day	65 lbs/day	PM ₁₀ *	80 lbs/day 14.6 tons/yr	80 lbs/day 14.6 tons/yr	PM _{2.5} *	82 lbs/day 15 tons/yr	82 lbs/day 15 tons/yr
Table 1 SMAQMD Thresholds of Significance (lbs/day)																				
Pollutant	Construction	Operational																		
ROG	--	65 lbs/day																		
NO _x	85 lbs/day	65 lbs/day																		
PM ₁₀ *	80 lbs/day 14.6 tons/yr	80 lbs/day 14.6 tons/yr																		
PM _{2.5} *	82 lbs/day 15 tons/yr	82 lbs/day 15 tons/yr																		

		As shown in the table, SMAQMD has construction and operational thresholds of significance for PM₁₀ and PM_{2.5} expressed in both lbs/day and tons/yr. Because construction equipment emits relatively low levels of ROG, and ROG emissions from other construction processes (e.g., asphalt paving, architectural coatings) are typically regulated by SMAQMD, SMAQMD has not adopted a construction emissions threshold for ROG. If construction or operations of the proposed project generate emissions in excess of SMAQMD's thresholds of significance, mitigation measures would be required to ensure significant impacts would not occur. The proposed project's construction and operational emissions were quantified using the California Emissions Estimator Model (CalEEMod) software version 2020.4.0 – a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions from land use projects. The model applies inherent default values for various land uses, including construction data, vehicle mix, trip length, average speed, compliance with the California Building Standards Code (CBSC), etc. Where project-specific information is available, such information should be applied in the model. Based on the modeling prepared for the proposed project, construction and operational emissions would not exceed any of the SMAQMD thresholds of significance (see Table 2 and Table 3 below). Additionally, construction activities would not exceed any of the annual maximum emissions thresholds. <table><tr><th colspan="3">Table 2 Maximum Unmitigated Construction Emissions (lbs/day)</th></tr><tr><th>Pollutant</th><th>Project Emissions</th><th>Threshold of Significance</th></tr><tr><td>NO_x</td><td>14.52</td><td>85</td></tr><tr><td>PM₁₀</td><td>7.73</td><td>80</td></tr><tr><td>PM_{2.5}</td><td>3.97</td><td>82</td></tr><tr><td colspan="3"><i>Source: CalEEMod, May 2023 (see Appendix A).</i></td></tr></table>	Table 2 Maximum Unmitigated Construction Emissions (lbs/day)			Pollutant	Project Emissions	Threshold of Significance	NO _x	14.52	85	PM ₁₀	7.73	80	PM _{2.5}	3.97	82	<i>Source: CalEEMod, May 2023 (see Appendix A).</i>		
Table 2 Maximum Unmitigated Construction Emissions (lbs/day)																				
Pollutant	Project Emissions	Threshold of Significance																		
NO _x	14.52	85																		
PM ₁₀	7.73	80																		
PM _{2.5}	3.97	82																		
<i>Source: CalEEMod, May 2023 (see Appendix A).</i>																				

		Table 3 Maximum Unmitigated Operational Emissions (lbs/day) <table border="1"> <thead> <tr> <th>Pollutant</th><th>Project Emissions</th><th>Threshold of Significance</th></tr> </thead> <tbody> <tr> <td>ROG</td><td>5.83</td><td>65</td></tr> <tr> <td>NO_x</td><td>2.89</td><td>65</td></tr> <tr> <td>PM₁₀</td><td>3.94</td><td>80</td></tr> <tr> <td>PM_{2.5}</td><td>1.13</td><td>82</td></tr> </tbody> </table> <i>Source: CalEEMod, May 2023 (see Appendix A).</i> Toxic Air Contaminants (TACs) are a category of environmental concern as well. The California Air Resources Board's (CARB's) <i>Air Quality and Land Use Handbook: A Community Health Perspective</i> (Handbook) provides recommendations for siting new sensitive land uses near sources typically associated with significant levels of TAC emissions, including, but not limited to, freeways and high traffic roads, distribution centers, and rail yards. The CARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Health risks from TACs are a function of both the concentration of emissions and the duration of exposure. Health-related risks associated with DPM in particular are primarily associated with long-term exposure and associated risk of contracting cancer. The project would not involve long-term operation of any stationary diesel engine or other major on-site stationary source of TACs. Emissions of DPM resulting from construction-related equipment and vehicles are minimal and temporary, and would be regulated by CARB's In-Use Off-Road Diesel Vehicle Regulation. In addition, the residential nature of the proposed project would not be expected to generate a substantial number of diesel-fueled vehicles. According to the CARB Handbook, any project placing sensitive receptors within 500 feet of a high-traffic roadway. The project site is located 875 feet north of US 50. As such, risks associated with on-site exposure to DPM from vehicle traffic are not expected.	Pollutant	Project Emissions	Threshold of Significance	ROG	5.83	65	NO _x	2.89	65	PM ₁₀	3.94	80	PM _{2.5}	1.13	82
Pollutant	Project Emissions	Threshold of Significance															
ROG	5.83	65															
NO _x	2.89	65															
PM ₁₀	3.94	80															
PM _{2.5}	1.13	82															

		The CARB Handbook also recommends that projects avoid placing sensitive receptors within 1,000 feet of a major service and maintenance rail yard or within one mile of a rail yard. The project site is located 260 feet south of the UPRR tracks; however, CARB's advisory is limited to rail yards, which involve the loading and unloading of trains. The project site is located two miles northwest of the nearest railyard. Because the site is not located within one mile of a railyard, risks associated with on-site exposure to DPM from trains are not expected. Per the SMAQMD Guide, emissions of CO are generally of less concern than other criteria pollutants, as operational activities are not likely to generate substantial quantities of CO, and the SVAB has been in attainment for CO for multiple years. The proposed project would not involve operational changes that could result in long-term generation of CO. The use of construction equipment at each site would result in limited generation of CO; however, the total amount of CO emitted by construction equipment would be minimal and would not have the potential to result in health risks to any nearby receptors. The SMAQMD recommends specific methodologies for use in the analysis of localized CO emissions and maintains recommended screening protocols to determine whether a proposed project would have the potential to result in excess concentrations of CO. Based on the expectation that high levels of localized CO would only occur where background levels of traffic congestion are high, SMAQMD consider projects that do not result in the degradation of traffic operations at any intersections from acceptable levels of service (LOS) to unacceptable LOS or result in the addition of a substantial amount of new traffic to intersections already operating at unacceptable LOS to not result in high levels of localized CO, and further analysis is not required. As discussed in further depth in the Transportation and Accessibility section of this EA, the proposed project is anticipated to result in a relatively small amount of new vehicle trips at the project site and, therefore, would not degrade any nearby intersection operations to an unacceptable LOS. As such, the proposed project would not expose
--	--	--

		sensitive receptors to substantial concentrations of localized CO. Based on the above, construction and operations of the proposed project would not result in criteria pollutant emissions in excess of the adopted thresholds of significance, nor result in the exposure of sensitive receptors to TACs. As a result, impacts related to the Clean Air Act would not occur. <u>Document Citation</u> CalEEMod. 69th Street Apartments. May 2023. (Appendix A) California Air Resources Board. <i>Air Quality and Land Use Handbook: A Community Health Perspective</i>. April 2005. (Appendix G) Sacramento Metropolitan Air Quality Management District. <i>Guide to Air Quality Assessment in Sacramento County, Chapter 4: Operational Criteria Air Pollutant and Precursor Emissions</i>. Revised April 2021. (Appendix G)
Coastal Zone Management Coastal Zone Management Act, sections 307(c) & (d)	Yes No ☐ ☒	The Coastal Zone Management Act Section 1453, Definitions, defines the term “coastal zone” as “...the coastal waters (including the lands therein and thereunder) and the adjacent shorelands (including the waters therein and thereunder), strongly influenced by each other and in proximity to the shorelines of the several coastal states, and includes islands, transitional and intertidal areas, salt marshes, wetlands, and beaches...” and extending “...inland from the shorelines only to the extent necessary to control shorelands, the uses of which have a direct and significant impact on the coastal waters, and to control those geographical areas which are likely to be affected by or vulnerable to sea level rise.” As shown in Figure 8, the project site is located outside of the Coastal Zone Boundary. The proposed project would not involve any operations that would increase the potential to degrade water quality downstream and have a negative effect on the Coastal Zone. Therefore, implementation of the proposed project would not affect a Coastal Zone, and impacts related to the Coastal Zone Management Act would not occur.

		<u>Document Citation</u> California Department of Fish and Wildlife. <i>California Department of Fish and Wildlife BIOS</i>. Available at: https://apps.wildlife.ca.gov/bios/. Accessed March 2023. (Figure 8)
Contamination and Toxic Substances 24 CFR Part 50.3(i) & 58.5(i)(2)	Yes ☒ No ☐	HUD policy, as described in Section 50.3(i) and Section 58.5(i)(2), states the following: (1)... all property proposed for use in HUD programs be free of hazardous materials, contamination, toxic chemicals and gasses, and radioactive substances, where a hazard could affect the health and safety of occupants or conflict with the intended utilization of the property. (2) HUD environmental review of multifamily and non-residential properties shall include evaluation of previous uses of the site and other evidence of contamination on or near the site, to assure that occupants of proposed sites are not adversely affected by the hazards. (3) Particular attention should be given to any proposed site on or in the general proximity of such areas as dumps, landfills, industrial sites, or other locations that contain, or may have contained, hazardous wastes. (4) The responsible entity shall use current techniques by qualified professionals to undertake investigations determined necessary... Sites known or suspected to be contaminated by toxic chemicals or radioactive materials include, but are not limited to, sites: (i) listed on an Environmental Protection Agency (EPA) Superfund National Priorities or CERCLA List, or equivalent State list; (ii) located within 3,000 feet of a toxic or solid waste landfill site; or (iii) with an underground storage tank (which is not a residential fuel tank). A Phase I and Phase II Environmental Site Assessment (ESA) were prepared for the proposed project by Partner. The purpose of the Phase I was to identify recognized environmental conditions (RECs), controlled RECs (CRECs), historical RECs (HRECs), and/or de minimis conditions associated with the project site. A REC is defined by ASTM International as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment;

		(2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. A CREC is defined as a recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority, with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls. A HREC is defined as a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls. A de minimis condition is a condition that generally does not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. De minimis conditions are not considered to be RECs or CRECs. The Phase I ESA's evaluation of the project site included a field reconnaissance of the project site and adjacent properties; interviews with key personnel; a review of historical sources; a review of regulatory agency records; and a review of regulatory database reports provided by a third-party vendor. The Phase I ESA identifies potential RECs, CRECs, and/or HRECs, including an evaluation of physical setting and environmental records, information regarding fuel storage and waste management activities, liens and use restrictions, accidental spills and releases, leaking underground fuel tanks, surrounding waste management activities, hazardous waste cleanup sites, previously regulated hazardous waste sites, the California Department of Toxic Substances Control's (DTSC) Cortese List of known contaminated sites, historical use information, and current uses of the property. According to the Phase I ESA, the subject property is identified as a hazardous waste site on the following databases: Facility Registry
--	--	--

		Service/Facility Index, Hazardous Waste Manifest Data, Leaking Underground Fuel Tank Reports, Sacramento City – Toxic Site Cleanup List, Statewide Environmental Evaluation and Planning System, and Historical California Hazardous Material Incident Report System. The project site is currently developed with an operational restaurant, and a non-operational gym and car wash. According to the historical and regulatory records reviewed by Partner as part of the Phase I ESA, the project site was utilized as a gas station from the early 1930s to the early 2000s. Three underground storage tanks (USTs) consisting of one 10,000-gallon gasoline UST and two 8,000-gallon gasoline USTs were removed from the property on June 12, 1990. Soil samples collected from the excavation pit during removal of the gasoline USTs indicated that concentrations of gasoline remained in the pit. An additional 550-gallon waste oil UST was removed from the property on September 18, 1990. Soil samples collected from the excavation pit during removal of the waste oil UST indicated low concentrations of metals and purgeable organics; however, approximately 300 milligrams per kilogram (mg/kg) of total petroleum hydrocarbons as gasoline (TPH-g) and approximately 2,100 mg/kg of oil and grease remained in the pit. A soil vapor probe survey conducted in January and February 1991 indicated the presence of petroleum hydrocarbon vapors southwest and west of the location of the former USTs. Following further investigation and cleanup activities, the Sacramento County Environmental Management Department (SCEMD) issued a regulatory closure letter on December 8, 2014, confirming the completion of a site investigation and remedial action for the USTs formerly located at the project site. SCEMD determined that the site investigation and remedial actions to address the USTs were carried out in compliance with the requirements of Sections 25296.10(a) and (b) of the Health and Safety Code and corrective action regulations adopted pursuant to Section 25299.3 of the Health and Safety Code. SCEMD determined that no further action is required related to the petroleum release at the project site. Based on the regulatory closure status
--	--	--

		of the project site and lack of continuing obligations or land use restrictions, Partner determined that the former USTs and prior release represent an HREC and do not represent an REC. According to the Phase I ESA, all of the drains located within the existing car wash enter a sub-grade separator that filters all discharged waste from the car wash and separates the solids, allowing the discharged water to enter the municipal sewer system with fewer particles. Separators have the potential to act as a conduit to the subsurface of the subject property and, consequently, oils or solvents present in the waste stream could impact the soil beneath the property if the clarifier or drain system was compromised. Based on the potential for these materials to impact the subsurface, Partner determined that the presence of the separator represents an on-site REC. Partner did not identify any on-site CRECs. In addition, according to the Phase I ESA, the existing on-site buildings were constructed in 1965. Due to the age of the subject property buildings, there is a potential that asbestos-containing material (ACM) and/or lead-based paint (LBP) are present on-site. Readily visible suspect ACMs and painted surfaces were observed in good condition. The identified suspect ACMs will need to be sampled to confirm the presence or absence of asbestos prior to any demolition activities to prevent potential exposure to workers and/or building occupants. Therefore, Partner recommended a comprehensive asbestos survey of the property be completed prior to ground disturbance to determine the presence, condition, friability and likely future condition of suspect or confirmed ACM (see Mitigation Measure 1). All suspect materials must be handled as ACM according to local, state and federal regulations until the results of sampling and analysis indicate the material is a non-ACM. According to the US EPA, ACM that is intact and in good condition can, in general, be managed safely in-place under an Operations and Maintenance (O&M) Program until removal is dictated by renovation, demolition, or deteriorating material condition. Furthermore, based on the age of buildings,
--	--	--

		Partner noted that there is a potential for lead-based paints to be present. Partner observed that the interior and exterior painted surfaces of the buildings were in good conditions and therefore, are not expected to represent a hazard, although the condition of the paint should be monitored and maintained to ensure that it does not become deteriorated. Implementation of Mitigation Measure 1 would require the preparation of an O&M Program to safely manage the potential ACMs and LBP at the project site. Furthermore, the project would be required to comply with various regulations and guidelines pertaining to abatement of, and protection from, exposure to asbestos and lead that have been adopted for demolition activities, including SMAQMD Rule 902 pertaining to asbestos abatement, Construction Safety Orders 1529 (pertaining to asbestos) and 1532.1 (pertaining to lead) from Title 8 of the California Code of Regulation (CCR), Part 61, Subpart M of the CFR (pertaining to asbestos), and lead exposure guidelines provided by HUD. In California, asbestos and lead abatement must be performed and monitored by contractors with appropriate certifications from the State Department of Health Services. In addition, the California Occupational Safety and Health Administration (Cal/OSHA) has regulations concerning the use of hazardous materials, including requirements for safety training, availability of safety equipment, hazardous materials exposure warnings, and emergency action and fire prevention plan preparation. All demolition that could result in the release of lead and/or asbestos as part of the proposed project would be conducted according to Cal/OSHA standards. With respect to hazardous facilities identified on environmental databases within the project vicinity, the Phase I ESA identified and evaluated the following 19 sites, located approximately one-mile from the project site, as potential hazardous waste sites on the following databases: Sacramento County – Master Hazardous Materials Facility List, California Environmental Reporting System Hazardous Waste Sites, Facility Registry Service/Facility Index, Assessment, Cleanup and Redevelopment Exchange System Brownfield Database, RCRA Non-Generators, RCRA Small Quantity
--	--	---

		Generators List, RCRA Very Small Quantity Generators List, Hazardous Waste Manifest Data, California Hazardous Materials Incident Report System, Historical Hazardous Waste Manifest Data, Statewide Environmental Evaluation and Planning System, Delisted County Records, GeoTracker Cleanup Program Sites, Leaking Underground Fuel Tank Reports, Sacramento City – Toxic Site Cleanup List, and Proposed Closure of Underground Storage Tank Cases, and Delisted Environmental Reporting System Hazardous Waste Sites. Environmental site assessments and/or remediation work with regulatory oversight were implemented for all 19 properties and Partner determined that the properties are not expected to represent a significant environmental concern. As part of the Phase I ESA, Partner conducted a field reconnaissance of the adjacent properties, which consisted of observing the adjacent properties from the subject property premises. Items of environmental concern, such as hazardous substances, petroleum products, aboveground storage tanks (ASTs), USTs, evidence of releases, polychlorinated biphenyls (PCBs), strong or noxious odors, pools of liquids, sumps or clarifiers, pits or lagoons, stressed vegetation, or any other potential environmental hazards, were not identified on the adjacent properties during the site assessment. Due to the historical car washing operations conducted at the project site, the Phase I ESA recommended that a limited subsurface investigation should be conducted to determine whether soil, soil vapor, and/or groundwater contamination existed on-site. In accordance with the Phase I ESA’s recommendations, a Phase II ESA was conducted for the project site. The purpose of the Phase II ESA was to identify the location of potential on-site clarifiers and/or other associated features and to evaluate the potential impact of petroleum hydrocarbons and/or volatile organic compounds (VOCs) to soil and/or soil gas as a consequence of a release or releases from the on-site car wash operations. The Phase II ESA included a geophysical survey of the project site and two soil borings. Two soil samples were analyzed for carbon chain total
--	--	--

		petroleum hydrocarbons (TPH-cc) and VOCs, and two soil gas samples were analyzed for VOCs. The purpose of the geophysical survey was to identify the location of historical on-site oil/water separators (OWS), backfilled excavations, and/or other associated features and clear boring locations of utilities. The geophysical survey identified three metal drains within each of the eastern and central car wash bays. Each of the drains associated with the car wash operations consisted of connective drainage piping which led westward towards the western-most car wash bay. A rectangular feature was identified within the central portion of the western-most car wash bay. This feature is consistent with an existing OWS. The associated piping lead from the identified car wash drains and led northward into the existing OWS. Additional piping was identified along the northern end of the existing OWS and led northward to an additional feature which appeared to have been filled with concrete. This feature is assumed to be a prior OWS that was closed in place. The northern piping in the existing OWS led to and terminated at this closed feature. In addition, based on the findings of the geophysical survey, no subsurface utilities were identified within the proposed boring locations. According to the two borings conducted on June 14, 2022, as part of the Phase II ESA, the underlying subsurface consists predominately of clay and silt from the ground surface to approximately 15 feet below the ground surface (bgs). Soil samples were collected from each boring at two, five, ten, and 15 feet bgs. Soil gas samples were collected from each boring at five feet bgs in general accordance with the July 2016 DTSC and the Regional Water Quality Control Board's (RWQCB) "Advisory – Active Soil Gas Investigations". Partner collected eight soil samples and two soil gas samples, which were transported in an iced cooler (soil samples) or at ambient temperature (soil gas samples) under chain-of-custody protocol to SunStar, for analysis. Based on field-screening results, visual observations, and/or olfactory observations, one soil sample per boring (two soil samples total) was analyzed for TPH-cc via EPA Method 8015 and for VOCs via EPA Method 8260B. Each soil
--	--	---

		gas sample (two soil gas samples total) was analyzed for VOCs via EPA Method TO-15. The remaining soil samples were placed on hold at the laboratory. The collected soil samples did not contain detectable concentrations of TPH or VOCs above laboratory method detection limits. However, benzene was detected within each of the analyzed soil gas samples at concentrations of 7.2 and 12 $\mu\text{g}/\text{m}^3$, respectively, which exceed the residential environmental screening levels (ESLs) of 3.2 $\mu\text{g}/\text{m}^3$. Based on the results of the current investigation, evidence exists of benzene impacts to soil gas beneath the subject property at concentrations exceeding residential screening criteria. The identified benzene impacts may be related to the on-site OWS and/or the closed on-site Leaking Underground Storage Tank (LUST) site. The screening level exceedances in soil gas indicate a potential vapor intrusion concern for the current and/or future occupants of the subject property. Therefore, implementation of Mitigation Measure 2 is required to mitigate VOCs. Based on the discussion above, the potential exists for implementation of the project to result in impacts related to contamination and toxic substances. As a result, implementation of Mitigation Measure 1 and Mitigation Measure 2 would be required to ensure the project does not result in impacts related to contamination and toxic substances. <i>Mitigation Measure 1: Prior to issuance of a demolition permit by the City for any on-site structures, the project applicant shall provide an Operations & Maintenance (O&M) Program, which complies with US EPA recommendations, in order to safely manage potential ACMs and LBP located at the subject property. In accordance with US EPA recommendations, the O&M Program shall include the following elements: training, occupant notification, ACM monitoring, job-site controls for work involving ACM, safe work practices, recordkeeping, and worker protection. The O&M Program shall be provided to the City Engineer for review and</i>
--	--	--

		approval, and any additional recommendations shall be implemented. <u>Mitigation Measure 2:</u> During construction activities, a vapor barrier system shall be installed in order to mitigate the vapor intrusion concern (VOCs), subject to review and approval by the City Engineer. The vapor barrier shall be designed to mitigate VOCs and follow up sampling shall be required to evaluate the effectiveness of the mitigation efforts. If no longer in use, the on-site oil/water separators and associated features shall be decommissioned and removed in accordance with local regulatory guidelines. The City Engineer shall send proof of approval to the SHRA. <u>Document Citation</u> Partner Engineering and Science, Inc. <i>Phase I Environmental Site Assessment Report</i>, 6661 Folsom Boulevard, Sacramento, California 95819. June 9, 2022. (Appendix B) Partner Engineering and Science, Inc. <i>Phase II Subsurface Investigation Report</i>, 6661 Folsom Boulevard, Sacramento, California 95819. June 24, 2022. (Appendix C) County of Sacramento Environmental Management Department. <i>Local Oversight Program Site No. A541, R00000482 Former Eagle Gas Station</i>, 6661 Folsom Boulevard, Sacramento, CA 95819. December 8, 2014. (Appendix G) U.S. Environmental Protection Agency. <i>Elements of an Asbestos Operations and Maintenance (O&M) Program</i>. Available at: https://www.epa.gov/asbestos/elements-asbestos-operations-and-maintenance-om-program. Accessed May 2023. (Appendix G)
Endangered Species Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402	Yes No ☐ ☒	The Endangered Species Act (ESA) of 1973, as amended, and its implementing regulations were designed to protect and recover species in danger of extinction and the ecosystems that they depend upon. When passed, the ESA spoke specifically to the value of conserving species for future generations. In passing the ESA, Congress recognized another key fact that subsequent scientific understanding has only confirmed: the

		best way to protect species is to conserve their habitat. The USFWS offers consultation on threatened and endangered wildlife and plant species, as well as critical habitats, on a project-by-project basis. The USFWS Consultation Letter determined that critical habitat is not available on-site. Based on the USFWS Consultation Letter, the project site may contain the following threatened or endangered species: (1) California tiger salamander and (2) valley elderberry longhorn beetle. The USFWS Consultation Letter also determined that the project site could contain monarch butterfly habitat; however, the USFWS has not designated critical habitat for the monarch butterfly at the project site and the monarch butterfly is considered a candidate species, which does not receive statutory protection under the ESA. In order to determine if any additional federally endangered plant or wildlife species are known to occur within the project region, a search of the California Natural Diversity Database (CNDDB) was conducted. Based on the results of the CNDDB search, the potential exists for two special-status plant species and 12 special-status wildlife species that are protected under the Federal ESA to exist within the nine United States Geological Survey (USGS) quadrangles that define the project region. The identified species are: slender Orcutt grass, Sacramento Orcutt grass, green sturgeon, vernal pool fairy shrimp, western yellow-billed cuckoo, valley elderberry longhorn beetle, delta smelt, vernal pool tadpole shrimp, steelhead trout, chinook salmon (Central Valley), chinook salmon (Sacramento River), longfin smelt, giant gartersnake, and least Bell's vireo. The project site is developed and located within an urbanized area of the City, and existing habitat within the project site is limited to scattered trees located in the landscaped area long the eastern and southeastern boundaries of the site. The project site does not include any vernal pools, wetlands, or aquatic features; therefore, habitat for slender Orcutt grass, Sacramento Orcutt grass, California tiger salamander, green sturgeon, vernal pool fairy shrimp, delta smelt, vernal pool
--	--	---

		tadpole shrimp, steelhead trout, chinook salmon, and longfin smelt is not available on-site, and the foregoing species do not have the potential to occur. Similarly, the valley elderberry longhorn beetle, western yellow-billed cuckoo, giant gartersnake, and least Bell's vireo require riparian scrub, woodland, or forest habitat, which are not present on-site. As such, suitable habitat does not exist on-site to support species protected under the Federal ESA, and implementation of the proposed project would not adversely affect any such species. Based on the above, implementation of the proposed project would not result in any conflicts with the ESA. <u>Document Citation</u> California Department of Fish and Wildlife. <i>California Natural Diversity Database: Rarefind</i> 5. Available at: https://apps.wildlife.ca.gov/rarefind/view/RareFind.aspx. Accessed March 2023. (Appendix G) U.S. Fish and Wildlife Service, Sacramento Fish and Wildlife Office. <i>69th Street Apartments, List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project</i>. March 17, 2023. (Appendix G) U.S. Fish and Wildlife Service. <i>Candidate Species: Section 4 of the Endangered Species Act</i>. October 2017. (Appendix G)
Explosive and Flammable Hazards 24 CFR Part 51 Subpart C	Yes No ☐ ☒	Regulations set forth in 24 CFR Part 51 Subpart C require HUD-assisted projects to be separated from hazardous facilities that store, handle, or process hazardous substances by a distance based on the contents and volume of the facilities' AST, or to implement mitigation measures. The requisite distances are necessary because project sites that are too close to facilities handling, storing, or processing conventional fuels, hazardous gases, or chemicals of an explosive or flammable nature may expose occupants or end-users of a project to the risk of injury in the event of a fire or an explosion.

		As discussed in the Contamination and Toxic Substances section of this EA, pursuant to the DTSC's Envirostor Database, hazardous materials sites do not exist on the project site or the one-mile radius surrounding the project site. The Phase I ESA conducted for the project site determined that the presence of the sub-grade separator, associated with the existing car wash, represents an on-site REC. In addition, the Phase II ESA determined that benzene levels in the on-site soil could be a potential vapor intrusion concern for current and/or future occupants of the project site. However, implementation of Mitigation Measure 1 and Mitigation Measure 2 would ensure that the proposed project would not result in impacts related to contamination and toxic substances. In addition, because the proposed project would be a residential land use, the proposed project would not include hazardous facilities or the handling, transport, use, or storage of hazardous materials. With respect to surrounding existing land uses that could contain ASTs, the California Environmental Protection Agency (CalEPA) Regulated Site Portal combines data about environmentally regulated facilities and sites throughout the State to provide a transparent, comprehensive view of regulated activities statewide through data on hazardous waste and materials, State and federal cleanups, impacted ground and surface waters, and toxic releases. According to the CalEPA Regulated Site Portal, six sites with petroleum ASTs exist within one mile of the project site. The nearest aboveground petroleum storage site is located north of the intersection of Moraga Way and Sinclair Road (CSUS Corp Yard), approximately 2,720 feet northeast of the project site. The CalEPA Regulated Site Portal notes the CSUS Corp Yard property is permitted to store a maximum of 1,199 gallons of diesel fuel, a maximum volume of 2,599 cubic feet (19,442 gallons) of acetylene, 599 gallons of lubricating oil, 599 gallons of propane, and 5,999 gallons of unleaded gasoline. The second site within one mile of the project site is located at 7501 College Town Drive (City of Sacramento – EAFWTP), approximately
--	--	--

		2,770 feet northeast of the project site. The CalEPA Regulated Site Portal notes that the City of Sacramento EAFWTP property is permitted to store a maximum volume of 2,599 cubic feet (19,442 gallons) of acetylene, a maximum volume of 2,599 cubic feet (19,442 gallons) of propane, 8,999 gallons of diesel, 1,199 gallons of gear oil, 599 gallons of lubricating oil, and 599 gallons of used oil. The third site within one mile of the project site is located at 7397 San Joaquin Street (City of Sacramento Police 9-1-1 Center), approximately 3,746 feet southeast of the project site. The CalEPA Regulated Site Portal notes that the City of Sacramento Police 9-1-1 Center property is permitted to store a maximum of 5,999 gallons of diesel fuel. The fourth site within one mile of the project site is located at 6000 J Street (CSUS General Facilities), approximately 4,829 feet northwest of the project site. The CalEPA Regulated Site Portal notes that the CSUS General Facilities property is permitted to store a maximum volume of 12,999 cubic feet (97,240 gallons) of acetylene, a maximum volume of 2,599 cubic feet (19, 442 gallons) of propane 5,999 gallons of diesel fuel, 599 gallons of lubricating oil, and 119 gallons of used oil. The fifth site within one mile of the project site is located at 3740 Business Drive (UCDH Specialty Testing Center), approximately 5,063 feet southeast of the project site. The CalEPA Regulated Site Portal notes that the UCDH Specialty Testing Center property is permitted to store a maximum of 2,999 gallons of petroleum fuel. The sixth site within one mile of the project site is located at 3433 Ramona Avenue (Sprint United Management, Co.), approximately 5,122 feet southeast of the project site. The CalEPA Regulated Site Portal notes that the Sprint United Management, Co. property is permitted to store a maximum of 2,999 gallons of diesel fuel. For proposed developments in proximity to ASTs, the Acceptable Separation Distance (ASD) can be calculated based on the volume of
--	--	---

the container, the contents, and whether or not the container is diked. Table 4 shows the ASDs for the aforementioned AST sites within a mile of the project site, which have been determined in accordance with the HUD ASD Calculator.

Table 4 ASTs Within One Mile of Project Site			
Site Name	Approx. Tank Size (gallons)	Approx. Distance From Project Site (feet)	ASD from People / Buildings (feet)
CSUS Corp Yard	19,442	2,720	952 / 198
City of Sacramento EAFWTP	19,422	2,770	952 / 198
City of Sacramento Police 9-1-1 Center	5,999	3,746	584 / 115
CSUS General Facilities	97,240	4,829	1,861 / 417
UCDH Specialty Testing Center	2,999	5,063	437 / 83
Sprint United Management, Co.	2,999	5,122	437 / 83
<i>Source: HUD ASD Calculator, 2023.</i>			

As shown in Table 4, the project site would be located well beyond the ASD for both people and buildings for both AST sites within one mile of the project site. As such, potential impacts associated with the aforementioned AST sites would not occur.

Based on the above, the proposed project would not result in impacts associated with siting of HUD-assisted projects near explosive and flammable hazards, as regulated by 24 CFR Part 51 Subpart C.

Document Citation

California Environmental Protection Agency. *CalEPA Regulated Site Portal*. Available at: <https://siteportal.calepa.ca.gov/nsite/map/results>. Accessed March 2023. (Appendix G)

		Partner Engineering and Science, Inc. <i>Phase I Environmental Site Assessment Report</i>, 6661 Folsom Boulevard, Sacramento, California 95819. June 9, 2022. (Appendix B) Partner Engineering and Science, Inc. <i>Phase II Subsurface Investigation Report</i>, 6661 Folsom Boulevard, Sacramento, California 95819. June 24, 2022. (Appendix C) U.S. Department of Housing and Urban Development. <i>Acceptable Separation Distance Electronic Assessment Tool</i>. Available at: https://www.hudexchange.info/programs/environmental-review/asd-calculator/. Accessed March 2023. (Appendix G)
Farmlands Protection Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658	Yes No ☐ ☒	Per the California Department of Conservation Farmland Mapping and Monitoring Program, the project site is designated entirely as Urban and Built-up Land. Urban and Built-up Land is defined as: “occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. Common examples include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, and water control structures.” Therefore, important farmland, including prime farmland, unique farmland, or farmland of statewide or local importance does not occur on the site and would not be converted to different land uses. Thus, an impact related to the Farmland Protection Policy Act of 1981 would not occur. <u>Document Citation</u> California Department of Conservation. <i>California Important Farmland Finder</i>. Available at: https://maps.conservation.ca.gov/dlrp/ciff/. Accessed March 2023. (Appendix G)
Floodplain Management Executive Order 11988, particularly section 2(a); 24 CFR Part 55	Yes No ☐ ☒	As noted previously, according to the FEMA FIRM 06067C0195H, the entirety of the project site is within Zone X, identified as an Area of Minimal Flood Hazard (see Figure 6). Because the project site is not located within a FEMA Special Flood Hazard Zone, impacts related to

		Executive Order 11988, Floodplain Management would not occur. <u>Document Citation</u> Federal Emergency Management Agency. <i>Flood Insurance Rate Map 06067C0195H</i>. Available at: https://msc.fema.gov/portal/home. Accessed March 2023. (Figure 6)
Historic Preservation National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800	Yes No ☒ ☐	The North Central Information Center (NCIC) conducted a records search of the California Historical Resources Information System (CHRIS) to determine if any known historic or cultural resources exist in the vicinity of the project site, or if it is likely that such resources would be discovered at the site. The CHRIS records search included a review of archaeological resource records, historic properties records, official records and maps of archaeological sites and surveys in Sacramento County, the National Register of Historic Places, and the California Register of Historical Resources. The NCIC's search determined there to be four previously-recorded historic-period cultural resources within a 0.25-mile radius of the project site. Additionally, 10 archaeological studies covered a portion of the greater search area, but the studies did not examine the actual project site. Furthermore, a historic evaluation of the three on-site buildings was included in the 2021 Opus at Folsom and Elvas CEQA Addendum, which covered the 1.38-acre project site for the proposed project. According to the CEQA Addendum, the existing on-site car wash, gym, and restaurant were constructed in 1965 and were potentially eligible for listing in the National Register of Historic Resources (NRHP). The historic evaluation conducted in January 2021 determined that the on-site existing buildings do not meet any of the criteria for significance that would make the building eligible for listing in the NRHP. Based on the review of historical literature and maps, as well as the results of the historic evaluation, indications of historic-period activity are not known to exist within the project site. The CHRIS search concluded that a low potential exists for indigenous-period and historic-period resources to be present at the project site. However, the project site is located in a region

		known as the ethnographic-period territory of the Nisenan, also called the Southern Maidu. A record search of the Native American Heritage Commission (NAHC) Sacred Lands File was completed for the project site and returned positive results, indicating that known tribal cultural resources exist in the general project area. Pursuant to Section 106 of the National Historic Preservation Act, project notification letters were submitted to interested tribes on February 16, 2023. The Wilton Rancheria requested consultation and met with SHRA to express their concerns regarding 1) known burials in the project vicinity; 2) the project's proximity to the American River; and 3) the project's proximity to a known village site beneath California State University, Sacramento. Due to the developed nature of the site, the Wilton Rancheria did not recommend additional assessment of potential sensitivity of the project site. However, the tribe requested the inclusion of standard inadvertent discovery measures included in the EA (see Mitigation Measure 3 and Mitigation Measure 4 of this EA). The tribe also requested additional information related to depth of ground disturbance, which will be provided to Wilton Rancheria when the information is available. Wilton Rancheria also requested that the EA include a measure that states once the depth of ground disturbance is identified, Section 106 consultation will continue with Wilton Rancheria and additional measures may be prescribed at that time (see Mitigation Measure 5 of this EA). A letter requesting review of the findings of the historic records search was submitted to the State Historic Preservation Officer (SHPO) for the proposed project on April 4, 2023. A response from the SHPO was not received within the 30-day response period. Pursuant to 36 CFR Part 800.3(c)(4), Failure of the SHPO/Tribal Historic Preservation Officer (THPO) to respond, the City may continue to the next step of the Section 106 process, and it is presumed that historical properties and/or cultural resources would not be affected by the proposed project. Due to the findings described above and the developed nature of the project site, the discovery
--	--	---

		of historic, cultural, or tribal cultural resources is not anticipated to occur on-site. Nonetheless, the potential exists for implementation of the proposed project to result in the discovery of previously unrecorded cultural resources at the project site. As a result, implementation of Mitigation Measure 3, Mitigation Measure 4, and Mitigation Measure 5 are required to ensure that conflicts with the National Historic Preservation Act would not occur. <u>Mitigation Measure 3: In the Event that Tribal Cultural Resources are Discovered During Construction, Implement Procedures to Evaluate Tribal Cultural Resources and Implement Avoidance and Minimization Measures to Avoid Significant Impact.</u> <i>If archaeological resources, or tribal cultural resources, are encountered in the project area during construction, the following performance standards shall be met prior to continuance of construction and associated activities that may result in damage to or destruction of tribal cultural resources:</i> • <i>Each resource will be evaluated for California Register of Historical Resources (CRHR) eligibility through application of established eligibility criteria (California Code of Regulations 15064.636), in consultation with consulting Native American Tribes.</i> <i>If a tribal cultural resource is determined to be eligible for listing on the CRHR, SHRA will avoid damaging effects to the resource in accordance with California PRC Section 21084.3, if feasible. If SHRA determines that the project may cause a significant impact to a tribal cultural resource, and measures are not otherwise identified in the consultation process, the following are examples of mitigation capable of avoiding or substantially lessening potential significant impacts to a tribal cultural resource or alternatives that would avoid significant impacts to the resource. These measures may be considered to avoid or minimize significant adverse impacts and constitute the standard by which an impact conclusion of less-than significant may be reached:</i>
--	--	---

		• <i>Avoid and preserve resources in place, including, but not limited to, planning construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.</i> • <i>Treat the resource with culturally appropriate dignity taking into account the Tribal cultural values and meaning of the resource, including, but not limited to, the following:</i> ○ <i>Protect the cultural character and integrity of the resource.</i> ○ <i>Protect the traditional use of the resource.</i> ○ <i>Protect the confidentiality of the resource.</i> ○ <i>Establish permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or using the resources or places.</i> ○ <i>Rebury the resource in place.</i> ○ <i>Protect the resource.</i> <i>Avoidance and preservation in place is the preferred manner of mitigating impacts to tribal cultural resources and archaeological resources and will be accomplished, if feasible, by several alternative means, including:</i> • <i>Planning construction to avoid tribal cultural resources, archaeological sites and/or other resources; incorporating sites within parks, green-space or other open space; covering archaeological sites; deeding a site to a permanent conservation easement; or other preservation and protection methods agreeable to consulting parties and regulatory authorities with jurisdiction over the activity.</i>
--	--	--

		• <i>Recommendations for avoidance of tribal cultural resources and Native American archaeological sites will be reviewed by SHRA representative, interested culturally affiliated Native American Tribes and other appropriate agencies, in light of factors such as costs, logistics, feasibility, design, technology and social, cultural and environmental considerations, and the extent to which avoidance is consistent with project objectives. Avoidance and design alternatives may include realignment within the project area to avoid cultural resources, modification of the design to eliminate or reduce impacts to cultural resources or modification or realignment to avoid highly significant features within a cultural resource.</i> • <i>Native American Representatives from interested culturally affiliated Native American Tribes will be allowed to review and comment on these analyses and shall have the opportunity to meet with the SHRA representative and its representatives who have technical expertise to identify and recommend feasible avoidance and design alternatives, so that appropriate and feasible avoidance and design alternatives can be identified.</i> • <i>If the discovered resource can be avoided, the construction contractor(s), will install protective fencing outside the site boundary, including a 100-foot buffer area, before construction restarts. The boundary of a tribal cultural resource or a Native American archaeological site will be determined in consultation with interested culturally affiliated Native American Tribes and such Tribes will be invited to monitor the installation of fencing. Use of temporary and permanent forms of protective fencing will be determined in consultation with Native American Representatives from interested culturally affiliated Native American Tribes.</i>
--	--	---

		• <i>The construction contractor(s) will maintain the protective fencing throughout construction to avoid the site during all remaining phases of construction. The area will be demarcated as an “Environmentally Sensitive Area”.</i> • <i>Native American Representatives from interested culturally affiliated Native American Tribes and the SHRA representative will also consult to develop measures for long term management of any discovered tribal cultural resources. Consultation will be limited to actions consistent with the jurisdiction of SHRA and taking into account ownership of the subject property. To the extent that the SHRA has jurisdiction, routine operation and maintenance within tribal cultural resources retaining tribal cultural integrity shall be consistent with the avoidance and minimization standards identified in this mitigation measure.</i> <i>To implement these avoidance and minimization standards, the following procedures shall be followed in the event of the discovery of a tribal cultural resource:</i> • <i>If any tribal archaeological resources or Native American materials, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or Native American architectural remains or articulated or disarticulated human remains are discovered on the project site, work shall be suspended within 100 feet of the find (based on the apparent distribution of cultural resources), and the construction contractor shall immediately notify the project’s SHRA representative.</i> • <i>The SHRA shall coordinate the investigation of the find with a qualified (meeting the Secretary of the Interior’s Qualification Standards for Archaeology) archaeologist approved by the SHRA and with one or more interested culturally affiliated Native</i>
--	--	---

		<i>American Tribes that respond to the SHRA's invitation, including the Wilton Rancheria. As part of the site investigation and resource assessment, the SHRA and the archaeologist shall consult with interested culturally affiliated Native American Tribes, including the Wilton Rancheria, to assess the significance of the find, make recommendations for further evaluation and treatment as necessary and provide proper management recommendations should potential impacts to the resources be determined by the SHRA to be significant. A written report detailing the site assessment, coordination activities, and management recommendations shall be provided to the SHRA representative by the qualified archaeologist. These recommendations will be documented in the project record. For any recommendations made by interested culturally affiliated Native American Tribes which are not implemented, a justification for why the recommendation was not followed will be provided in the project record.</i> • <i>The SHRA shall consider management recommendations for tribal cultural resources, including Native American archaeological resources, that are deemed appropriate, including resource avoidance or, where avoidance is infeasible in light of project design or layout or is unnecessary to avoid significant effects, preservation in place or other measures. The contractor shall implement any measures deemed by the SHRA to be necessary and feasible to avoid or minimize significant impacts to the cultural resources. These measures may include inviting an interested culturally affiliated Native American Tribe to monitor ground-disturbing activities whenever work is occurring within 100 feet of the location of a discovered tribal cultural resource or Native American archaeological site.</i> • <i>If an adverse impact to tribal cultural resources, including Native American archaeological resources, occurs</i>
--	--	---

		then consultation with interested culturally affiliated Tribes regarding mitigation contained in the Public Resources Code sections 21084.3(a) and (b) and CEQA Guidelines section 15370 shall occur, in order to identify mitigation for the impact. <u>Mitigation Measure 4: Implement Procedures in the Event of the Inadvertent Discovery of Native American Human Remains.</u> <i>If an inadvertent discovery of Native American human remains is made at any time during project-related construction activities or project planning, the SHRA will implement the procedures listed above. The following performance standards shall be met prior to implementing or continuing actions such as construction, that may result in damage to or destruction of human remains: In accordance with the California Health and Safety Code, if human remains are encountered during ground-disturbing activities, the project proponent shall immediately halt potentially damaging excavation in the area of the burial and notify SHRA Environmental Coordinator, the Sacramento County Coroner and a professional archaeologist to determine the nature of the remains. The Coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or State lands (California Health and Safety Code Section 7050.5[b]). If the Coroner determines that the remains are those of a Native American, he or she must contact the Native American Heritage Commission (NAHC) by phone within 24 hours of making that determination (California Health and Safety Code Section 7050[c]). After the Coroner's findings have been made, the archaeologist and the NAHC-designated Most Likely Descendant (MLD), in consultation with SHRA and the landowner, shall determine the ultimate treatment and disposition of the remains. The responsibilities of the SHRA for acting upon notification of a discovery of Native American human remains are identified in California PRC Section 5097.9 et seq.</i> <i>If the human remains are of historic age and are determined to be not of Native American origin,</i>
--	--	--

		<i>the SHRA shall follow the provisions of the California Health and Safety Code Section 7000 (et seq.) regarding the disinterment and removal of non-Native American human remains.</i> <i><u>Mitigation Measure 5:</u> Once the depth of ground disturbance for the project site is identified, the applicant shall provide such information to Wilton Rancheria and Section 106 consultation with Wilton Rancheria shall continue. SHRA may require additional mitigation measures for the proposed project based on further consultation with Wilton Rancheria.</i> <u>Document Citation</u> Native American Heritage Commission. <i>Re: 69th Street Apartments Project, Sacramento County.</i> February 2, 2023. (Appendix D) North Central Information Center. <i>Records Search Results for 69th Street Apartments Project.</i> January 10, 2023. (Appendix D) Sacramento Housing and Redevelopment Agency to Julianne Polanco, State Historic Preservation Officer. <i>69th Street Apartment Project, Sacramento, CA.</i> April 4, 2023. (Appendix D) ESA. <i>Opus at Folsom and Elvas Addendum to the 65th Street Station Area Plan EIR</i> [pg. 3-50]. August 2021. (Appendix G)
Noise Abatement and Control Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B	Yes No ☒ ☐	As part of ascertaining potential noise impacts of the proposed project, an Environmental Noise Assessment (ENA) was prepared for the proposed project by Saxelby Acoustics LLC. The following discussion is based on the ENA's analysis and conclusions. <u>Existing Ambient Noise Levels</u> The existing noise environment in the project area is primarily defined by traffic on Folsom Boulevard and Elvas Avenue, as well as activity of the UPRR tracks north of the project site. To quantify the existing ambient noise environment in the project vicinity, Saxelby Acoustics conducted continuous (24-hour) noise level measurements (LT-1) at a location on the

		northeastern boundary of the project site, approximately 35 feet from the centerline of Elvas Avenue, and short-term noise level measurements (ST-1) at a location on the southern boundary of the project site, approximately 40 feet from the centerline of Folsom Boulevard. Noise measurement locations are shown on Figure 2 of the ENA prepared for the proposed project (see Appendix E). The sound level meters were programmed to record the maximum, median, and average noise levels at each site during the survey. The maximum value, denoted L_{max}, represents the highest noise level measured. The average value, denoted L_{eq}, represents the energy average of all of the noise received by the sound level meter microphone during the monitoring period. The median value, denoted L_{50}, represents the sound level exceeded 50 percent of the time during the monitoring period. The data at LT-1 was collected from July 14, 2023 to July 15, 2023, and the data at ST-1 was collected on July 13, 2023 during the daytime. The L_{dn} (defined as the 24-hour average noise level) at LT-1 was calculated to be 65-67 A-weighted decibels (dBA). A summary of the existing daytime and nighttime L_{max}, L_{eq}, and L_{50} noise levels at the project site, are presented in Table 5. <u>HUD Criteria</u> HUD establishes an acceptable exterior noise environment of 65 dBA L_{dn} at exterior areas of residential uses. Noise levels in the 65-75 dBA L_{dn} range are considered Normally Unacceptable. However, 65-75 dBA L_{dn} may be allowed, but require special approvals and additional sound attenuation measures. Such measures include a 5 dBA improvement to the building facade noise level reduction (NLR) for exterior noise levels in the 65-70 dBA range, and an improvement of 10 dBA for exterior noise levels in the 70-75 dBA range. The improvement is required in addition to “attenuation provided by buildings as commonly constructed in the area, and requiring open windows for ventilation.” Noise levels exceeding 75 dBA L_{dn} are considered unacceptable and may only be allowed under special circumstances. In
--	--	---

addition, HUD established an interior noise level goal of 45 dBA L_{dn} , while assuming a typical exterior-to-interior NLR of 20 dBA.

Table 5 Existing Noise Level Measurement Results Summary (dBA)		
L_{eq}	L_{50}	L_{max}
LT-1 (Northeastern Boundary)		
<i>Daytime</i>		
62	59	81
<i>Nighttime</i>		
61	56	79
ST-1 (Southern Boundary)		
<i>Daytime</i>		
66	64	75
<i>Nighttime</i>		
N/A	N/A	N/A
<i>Source: Saxelby Acoustics, 2023.</i>		

Evaluation of Existing Traffic Noise from Folsom Boulevard, Elvas Avenue, and UPRR Tracks

As discussed above, the existing exterior traffic noise level at the project site was estimated to be 65-67 dBA L_{dn} at noise measurement site LT-1. Existing traffic noise levels, as well as existing and proposed buildings, terrain type, and locations of sensitive receptors, were then input into the SoundPLAN noise prediction model to calculate future traffic noise levels at the project site.

Future traffic noise levels were calculated by assuming a one percent per year increase in traffic volumes on Folsom Boulevard and Elvas Avenue, resulting in a +1 dBA increase in traffic noise levels. An increase in railroad utilization on the UPRR tracks would result in a +1 dBA increase in noise levels. The results of the analysis are shown on Figure 3 of the ENA. As presented therein, transportation noise levels up to 67-70 dBA L_{dn} are predicted at the façades of the proposed building adjacent to Folsom Boulevard and Elvas Avenue, which is greater than the HUD 65 dBA L_{dn} noise level standard. Therefore, additional noise level reduction measures would be required.

As discussed above, exterior noise levels in the range of 65-70 dBA L_{dn} require an additional 5

		dBA interior noise level reduction above the assumed noise level reduction of 20 dBA from modern construction practices. Therefore, an exterior-to-interior noise level reduction of 25 dBA would be required to satisfy HUD noise level standards. <u>Nearby Air Force Base and Airport Noise</u> As previously discussed, the nearest military airfield is the Travis Air Force Base, located approximately 32.7 miles southwest of the project site, while the closest civilian airports are the Sacramento Executive Airport, located approximately 4.22 miles to the southwest, the Mather Airport, located approximately six miles to the east, and the Sacramento McClellan Airport, located approximately 6.72 miles to the north. Given the distance of the project site from the Sacramento Executive Airport, Mather Airport, Sacramento McClellan, and the Travis Air Force Base, the project would not be subject to noise disturbance from such sources. Overall, the project site is not located within a noise-impacted area, as defined by HUD. <u>Project Construction and Operational Noise</u> With regard to noise generated by the proposed project, construction of the proposed project would result in temporarily increased noise levels. The nearest sensitive receptors that would be subject to such noise levels are the apartment units, located in the mixed-use building at 6601 Folsom Boulevard, 40 feet west of the project site. Construction-related noise nuisance falls under the City's Noise Ordinance, which is outlined in Chapter 8.68 Noise Control of the City's Municipal Code. Section 8.68.200 of the City's Municipal Code restricts noise nuisances for construction equipment, such as pile drivers, hammers, and power tools, from 10:00 PM to 7:00 AM every day; therefore, construction of the proposed project would be required to comply with the allowable hours established in the City's Noise Ordinance. Given the compliance with the allowable hours, and the temporary nature of the construction period, noise associated with construction would not be considered significant.
--	--	--

		In addition, residential projects do not typically generate substantial operational noise. Primary sources of noise are limited to traffic noise and heating, ventilation, and air conditioning systems. Considering the minor increase in traffic noise and building equipment noise, noise levels at existing receptors are not expected to exceed the City's acceptable interior noise level standard. <u>Conclusion</u> Based on the ENA's analysis the above, because noise generated by existing UPRR operations and traffic on Folsom Boulevard and Elvas Avenue would exceed the City's acceptable exterior (65 dB) and interior (45 dB) noise level thresholds at the project site, Mitigation Measure 6 shall be required. Therefore, implementation of Mitigation Measure 6 would ensure that noise levels at the proposed residential building would not exceed the City's noise thresholds of 45 dB of interior noise levels and 65 dB for exterior noise levels. With incorporation of Mitigation Measure 6, impacts related to the Noise Control Act of 1972 would not occur. <i><u>Mitigation Measure 6:</u> Prior to the issuance of building permits, the final improvement plans for the proposed project shall include the following noise control measures, subject to review and approval by the City of Sacramento Community Development Department:</i> • <i>Glazing shall have a minimum sound transmission class (STC) rating of 33;</i> • <i>Exterior finish shall be stucco with sheathing or cement fiber board with sheathing;</i> • <i>Interior gypsum wallboards at exterior walls shall be 5/8-inch;</i> • <i>Ceiling gypsum shall be 5/8-inch;</i> • <i>Mechanical ventilation penetrations for exhaust fans shall not face toward Folsom Boulevard or the UPRR tracks;</i> • <i>Where feasible, the vents shall be routed towards the opposite side of the building to minimize sound intrusion to sensitive areas of the buildings. Where vents must face toward Folsom Boulevard or the UPRR tracks, the duct work shall be</i>
--	--	---

		<i>increased in length and shall make as many “S” turns as feasible prior to exiting the dwelling. Flexible duct work is the preferred ducting for this noise mitigation. Where the vent exits the building, a spring-loaded flap with a gasket shall be installed to reduce sound entering the duct work when the vent is not in use;</i> • <i>Mechanical ventilation shall be provided to allow occupants to keep doors and windows closed for acoustic isolation; and</i> • <i>Packaged terminal air conditioners (PTACs) shall not be used.</i> <i>In lieu of the above noted 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 25 dBA.</i> <u>Document Citation</u> City of Sacramento Municipal Code. <i>Chapter 8.68 Noise Control, Article II. Noise Standards.</i> Available at: https://library.qcode.us/lib/sacramento_ca/pub/city_code/item/title_8-chapter_8_68-article_ii. Accessed May 2023. (Appendix G) Saxelby Acoustics. <i>Environmental Noise Assessment, 69th Street Apartments.</i> August 2, 2023. (Appendix E)
Sole Source Aquifers Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149	Yes No ☐ ☒	As shown in Figure 9, the project site is not located within an area designated by the U.S. EPA as being supported by an SSA. The project site is located approximately 103 miles from the nearest boundary of a designated sole source aquifer region (Santa Margarita Aquifer, Scotts Valley SSA). Because the project site is not within the vicinity of a region that depends solely on an aquifer for access to water, or located within a sole source aquifer recharge area, the proposed project would not have the potential to impact a sole source aquifer. Therefore, impacts to the Safe Drinking Water Act of 1974, as amended, would not occur.

		<u>Document Citation</u> U.S. Environmental Protection Agency. <i>Sole Source Aquifers</i> . Available at: https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=9ebb047ba3ec41ada1877155fe31356b . Accessed March 2023. (Figure 9)
Wetlands Protection Executive Order 11990, particularly sections 2 and 5	Yes No ☐ ☒	According to the U.S. EPA, wetlands are characterized by hydrology, soils, and vegetation. Per the NWI, wetlands are not present at the project site and the nearest surface water sources to the project site are a freshwater forested/shrub wetland approximately 2,827 feet northeast of the project site and a riverine, the American River, approximately 3,016 feet northeast of the project site (see Figure 7). The NWI classifies the nearby wetland as PFOA, which denotes that the wetland is palustrine (P), forested (FO), and temporary flooded (A). The riverine is classified as R2UBH, which denotes that the American River is riverine (R), lower perennial (2), unconsolidated bottom (UB), and permanently flooded (H). Based on the substantial distance between the nearest wetland and the project site, construction or operation of the proposed project would not result in a substantial adverse effect on the freshwater wetland or pond, or any other riparian habitat, sensitive natural community, or protected wetland. Therefore, the proposed project would not conflict with Executive Order 11990. <u>Document Citation</u> U.S. Fish and Wildlife Service. <i>National Wetlands Inventory</i> . Available at: https://www.fws.gov/wetlands/data/Mapper.html Accessed March 2023. (Figure 7)
Wild and Scenic Rivers Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)	Yes No ☐ ☒	Designated Wild and Scenic Rivers do not occur on the project site. The nearest wild and scenic river to the project site is the American River, located approximately 0.57 miles to the north. While the project is in close proximity to the American River, light industrial and commercial uses, as well as the California State University, Sacramento campus separate the project site from the American River. Therefore, the project would not have a direct and adverse effect within the boundaries of the American River and would not invade the area of the river or unreasonably diminish the river outside the Wild and Scenic River boundaries. Thus, implementation of the

		proposed project would not conflict with the Wild and Scenic Rivers Act 1968. <u>Document Citation</u> U.S. Forest Service, National Park Service, Bureau of Land Management and the Fish and Wildlife Service. <i>National Wild and Scenic Rivers System</i>. Available at: https://www.rivers.gov/california.php. Accessed March 2023. (Appendix G)
--	--	--

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

Environmental Assessment Factor	Impact Code	Impact Evaluation
LAND DEVELOPMENT		
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design	2	The project site is zoned RMX-TO-SPD. The RMX zoning designation is intended for a mix of residential and commercial uses and the TO zoning designation is intended for moderate- to high-density residential and nonresidential uses within walking distance of existing or proposed light rail transit stations to promote transit ridership. The Folsom Boulevard West Special Planning District generally includes properties fronting Folsom Boulevard between 62nd Street to the west and the UPRR to the east, 69th Street/Elvas Avenue to the north, and Q street to the south. According to the City of Sacramento Municipal Code, the maximum allowable density in a RMX zone and the TO zone is 60 dwelling units per acre (du/ac) and 15 du/ac, respectively. In addition, the City of Sacramento General Plan designates the project site as Urban Center Low, which allows for a maximum density of 150 du/ac. The General Plan explains that the Urban

		Center Low land use designation provides for smaller urban areas throughout the City and includes employment-intensive uses, a mix of housing, and a wide variety of retail uses. The proposed project would be consistent with the land use types allowed in the Urban Center Low land use designation. While the proposed multi-family units would be allowed in the RMX-TO-SPD zone, the proposed project would include approximately 94 du/ac and would exceed the maximum density allowed in the RMX-TO-SPD zone. However, the project is entitled to a density bonus pursuant to California Government Code section 65915(f)(2). Under the State Density Bonus Law, a 100 percent affordable housing project within a half-mile of a major transit stop is entitled to waive all local controls on density, receive a height increase of up to 33 feet, and is entitled to receive four concessions and incentives. Such projects may also receive additional development standard waivers as may be agreed upon by the City, such as certain parking reductions, on top of the waivers and concessions. Affordable housing projects within one-half mile of public transit are similarly relieved from any parking standards. The project will be 100 percent affordable and within a half-mile from the 65th Street Sacramento Regional Transit (SacRT) light rail station. Therefore, the project will meet the requirements of the State of California's Density Bonus Regulations (California Government Code Sections 65915-65918) and the City's Planning and Development Code Chapter 17.704, which implements the State's Density Bonus Law. Such regulations can be coupled with the Sacramento Ministerial Housing process pursuant to City's Planning and Development Code Chapter 17.860. The State of California does not allow maximum density limits for 100 percent affordable housing projects within a half-mile of a transit station. Such projects are also entitled to receive up to 33 feet (or three stories) of additional height. The maximum building height allowed in the RMX zone is 45 feet. With the additional 33 feet, the maximum height for the proposed project would be 78 feet. The proposed building height is 74 feet, which is within the maximum height allowed. Thus, the proposed project would not conflict with the existing land use or zoning designations for the site. In addition, the proposed project would be generally consistent with the existing and planned land uses in the project vicinity. For example, a six-story student housing building is located northwest of the project site, across 66th Street, and a five-story student housing building and three-story apartment building are located southwest of the project site, across Folsom Boulevard. The
--	--	--

		proposed building would be consistent in scale and urban design with the aforementioned structures. Based on the above, the proposed project would conform with applicable land use and zoning, and impacts related to compatible land uses, scale, and urban design would not occur. <u>Document Citation</u> City of Sacramento Planning and Development Code. <i>Chapter 17.212, Article I RMX Zone - Residential Mixed Use Zone</i>. Accessed March 2023. (Appendix G) City of Sacramento Planning and Development Code. <i>Chapter 17.340 TO Zone – Transit Overlay</i>. Accessed March 2023. (Appendix G) City of Sacramento Planning and Development Code. <i>Chapter 17.408 Folsom Boulevard West Special Planning District</i>. Accessed March 2023. (Appendix G) City of Sacramento. <i>Sacramento 2035 General Plan</i> [pg. 2-74]. Adopted March 3, 2015. State of California Density Bonus Law (California Government Code Sections 65915-65918). Available at: https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=65915&lawCode=GOV. Accessed March 2023. City of Sacramento Planning and Development Code. <i>Chapter 17.704 Density Bonuses</i>. Accessed March 2023. (Appendix G) City of Sacramento Planning and Development Code. <i>Chapter 17.860 Ministerial Approval for Infill Housing Projects</i>. Accessed March 2023. (Appendix G)
Soil Suitability / Slope / Erosion / Drainage / Storm Water Runoff	3	The following discussions assess the potential impacts associated with development of the proposed project related to soil suitability, slope, erosion, drainage, and stormwater runoff. In order to evaluate subsurface soil and geologic conditions of the project site, a Geotechnical Investigation was prepared for the project by Raney Geotechnical, Inc. The Geotechnical Investigation included a review of geologic literature, a site reconnaissance, soil sampling, and analysis. Three exploratory borings were performed during the field explorations at the project site. The borings extended to a depth of 30 feet bgs. In addition, two exploratory borings were conducted as part of the Phase II ESA.

	<u>Fault Rupture and Seismic Ground Shaking</u> According to the California Department of Conservation’s Earthquake Hazards Zone Application, the project site is not located within an established Earthquake Hazard Zone for surface fault rupture hazards. Additionally, the project site does not overlay any known active faults. As such, the potential for surface rupture to occur due to faulting occurring beneath the site is considered low. However, the project site is located within an area where shaking from earthquake generated ground motion waves is considered likely. The proposed project would be required to comply with all applicable provisions of the 2022 CBSC. The CBSC contains the latest seismic safety requirements to resist ground shaking through modern construction techniques, which are periodically updated to reflect the most recent seismic research. Compliance with the CBSC would ensure that the proposed structures would not be subject to hazards associated with seismic ground shaking. <u>Seismic Hazards and Liquefaction</u> The project site is not located in an area designated as a Liquefaction Hazard Zone by the State of California. In addition, according to the Geotechnical Investigation, the site is predominately underlain by generally medium dense sandy silts, stiff silty clays, loose sand, medium stiff to very stiff clays, and medium dense to very dense sands and gravelly sands/sandy gravels. Such soils were determined to have a very low potential for liquefaction. Raney Geotechnical determined that further liquefaction analyses of the project indicated that liquefaction of the on-site soils would be unlikely. Thus, seismic hazards and liquefaction would not present a significant hazard at the project site. <u>Soil Suitability and Slope</u> The project site is relatively flat and level. Furthermore, the project site is not within a State of California Seismic Hazard Zone for seismically induced landslides. Given that the site is flat and level, the potential for slope instability at the project site would be negligible and lateral spreading is not anticipated to occur. According to the Geotechnical Investigation, 12 inches of gravel were found at the surface of Boring 1; two inches of asphalt concrete over eight inches of aggregate base in Boring 2; and 1.5 inches of asphalt concrete of nine inches of aggregate base in Boring 3. Below the pavement materials and extending to a depths between 1.75 to four feet bgs, fill materials encountered consisted of medium dense, slightly very fine sandy silts; stiff, silty clays with some gravel; loose, black, silty very fine sand with concrete
--	--

		rubble; and stiff black and brown, slightly silty clays. The following soils were encountered below the fills and near surface soils, and extending to the maximum 30-foot-depth explored: medium stiff to very stiff clays; medium dense to very dense, and variably cemented silts and fine sandy silts; and medium dense to very dense sands and gravelly sands/sandy gravels. According to the Phase II ESA borings, the underlying subsurface consists predominately of clay and silt from the ground surface to approximately 15 feet bgs. Soil samples were collected from each boring at two, five, ten, and 15 feet bgs. According to the Geotechnical Investigation, the near surface soils of the project site consist of low plasticity silts and moderate to high plasticity clays. Raney Geotechnical determined that expansion effects on floor slabs and foundations are expected to be negligible. A query of the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey was conducted to ascertain the project site's soil suitability with respect to construction and operation of the proposed project. According to the Web Soil Survey, the site is underlain with San Joaquin Urban land complex, zero to two percent slopes, which carries a rating of "Somewhat limited" for dwellings without basements. The aforementioned rating indicates that the soil has features that are moderately favorable for the specified use. According to the Web Soil Survey query conducted for the proposed project, the project site's topography consists of zero to two percent slopes. According to HUD policy, the optimum slope suitability for residential development is zero to six percent and the satisfactory slope suitability for residential development is six to 12 percent. As such, the proposed project would be consistent with HUD's slope stability ratings and policy. Furthermore, the proposed project would be required to comply with all applicable provisions of the 2022 CBSC, which would ensure that all on-site structures and foundations are adequately designed to accommodate the on-site slope. Therefore, implementation of the proposed project would not result in impacts related to slope. Free groundwater was not encountered in any of the subsurface exploratory borings conducted for the Geotechnical Investigation or the Phase II ESA. According to the Geotechnical Investigation, seasonal groundwater mapping by the State Department of Water Resources indicates that the groundwater level at the project site fluctuates to depths of about 35 to 60 feet bgs; the groundwater level in the project area is influenced by the seasonal stages of the nearby American River. During and shortly after the rainy season, the surface soils will retain high moisture contents, which can be unstable under earthwork equipment and may require considerable aeration in order to achieve a moisture content, which will allow compaction. The prospect of high moisture conditions and unstable surface soils should be considered if
--	--	---

		construction is undertaken during the rainy season. Overall, Raney Geotechnical determined that the permanent groundwater table would not have a significant effect on the development of the proposed project. Overall, the on-site soil is suitable for construction of the proposed project; however, implementation of Mitigation Measure 7 would be required to ensure that impacts related to soil suitability and slope do not occur. <u>Erosion, Drainage, and Stormwater Runoff</u> The City of Sacramento's Grading Ordinance requires that development projects comply with the requirements of the City's Stormwater Quality Improvement Plan (SQIP). The SQIP outlines the priorities, key elements, strategies, and evaluation methods of the City's Stormwater Management Program. The City's Stormwater Management Program is based on the National Pollutant Discharge Elimination System (NPDES) municipal stormwater discharge permit. The comprehensive Stormwater Management Program includes pollution reduction activities for construction sites, industrial sites, illegal discharges and illicit connections, new development, and municipal operations. In addition, before the onset of any construction activities, where the disturbed area is one acre or more in size, projects are required to obtain coverage under the NPDES General Construction Permit and include erosion and sediment control plans. This General Construction Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). Because development of the project would disturb more than one acre of land, coverage under the NPDES General Construction Permit is required, which includes preparing and implementing a SWPPP. The SWPPP will contain a site map, which shows the construction site perimeter, existing and proposed buildings, lots, roadways, storm water collection and discharge points, general topography both before and after construction, and drainage patterns across the project. The SWPPP will list BMPs the discharger would use to protect storm water runoff and the placement of those BMPs. Additionally, the SWPPP will contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutant to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. Construction activities associated with the proposed project would create the potential to degrade water quality from increased sedimentation and increased discharge (increased flow and volume of runoff) associated with storm water runoff. Construction activity subject to the General Permit includes
--	--	---

		clearing, grading and disturbances to the ground such as stockpiling, or excavation. Construction activities must comply with the conditions of this permit, including the implementation of multiple erosion and sediment control for BMPs identified in the SWPPP. The City's SQIP and the <i>Stormwater Quality Design Manual for the Sacramento Region</i> (Sacramento Stormwater Quality Partnership 2014) include BMPs to be implemented to mitigate impacts from new development and redevelopment projects, as well as requirements for low impact development (LID) standards. Compliance with City requirements to protect storm water inlets would require the developer to implement BMPs such as the use of straw wattles, sandbags, gravel traps, and filters; erosion control measures such as vegetation and physical stabilization; and sediment control measure such as fences, dams, barriers, berms, traps, and basins. City staff inspects and enforces the erosion, sediment and pollution control requirements in accordance with City codes (Grading, Erosion and Sediment Control Ordinance). The BMPs would be selected to achieve maximum soil stabilization and sediment removal, and would be subject to review and approval by the City Engineer. The SWPPP would also help ensure that soil erosion during construction and rain events is limited. Therefore, during construction, the potential for erosion and associated hazards is very low due to the implementation of the SWPPP. Development of the SWPPP would include plans to treat stormwater runoff in accordance with the standards of the California Stormwater Quality Association Stormwater BMP Handbook for New Development and Redevelopment. Measures that reduce or eliminate post-construction-related water quality problems range from source controls, such as reduced surface disturbance, to treatment of polluted runoff, such as detention or retention basins. The drainage and stormwater systems planned for the proposed project would be required to comply with all applicable City requirements. During operations, vehicles would be limited to paved areas of the site, and all surfaces would be either paved or landscaped; thus, the potential for erosion to occur during project operations would be limited. Landscaping would also help collect stormwater that does not flow into the stormwater drain system. Currently, the majority of the project site is already developed with impervious surfaces. As such, the hydrology and drainage patterns of the project site are not expected to substantially change as compared to current conditions. Nonetheless, a project-specific stormwater drainage plan would be required to ensure the proposed project would treat or otherwise accommodate all runoff from impervious surfaces. The site would be graded and maintained such that surface drainage is directed away from structures in accordance with the 2022 CBSC or other local
--	--	--

		standards. Therefore, the proposed project would not substantially increase the long-term potential for erosion and sedimentation. <u>Conclusion</u> In conclusion, impacts related to surface rupture, landslides, or slope instability are not anticipated to occur on-site. In regard to soil erosion and stormwater drainage, conformance with local stormwater regulations would ensure that impacts would not occur. All structures would be designed in accordance with the seismic requirements contained in the CBSC and would follow proper procedures for grading and excavation. In order to ensure impacts related to soil suitability and drainage would not occur, implementation of the recommendations included in the Geotechnical Investigation would be required by Mitigation Measure 7. <i>Mitigation Measure 7: The project design shall comply with all recommendations included in the Geotechnical Investigation prepared for the proposed project by Raney Geotechnical, Inc. Compliance with such recommendations shall be demonstrated on all applicable improvement plans submitted for the project site. Improvement plans shall be submitted to the City Engineer for review and approval.</i> <u>Document Citation</u> California Department of Conservation. <i>EQ Zapp: California Earthquake Hazards Zone Application</i>. Available at: https://www.conservation.ca.gov/cgs/geohazards/eq-zapp. Accessed March 2023. (Appendix G) U.S. Department of Agriculture, Natural Resources Conservation Service. <i>Web Soil Survey</i>. Available at: https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx. Accessed March 2023. (Appendix G) Raney Geotechnical. <i>Geotechnical Investigation, Folsom Apartments, 6661 Folsom Boulevard, Sacramento, California</i>. October 20, 2022. (Appendix F) Partner Engineering and Science, Inc. <i>Phase II Subsurface Investigation Report, 6661 Folsom Boulevard, Sacramento, California 95819</i>. June 24, 2022. (Appendix C)
Hazards and Nuisances including Site Safety and Noise	2	HUD policy necessitates the consideration of potential impacts related to nuisances for projects receiving funding from federal sources. Potential nuisances to which the proposed project could be subject include noise, vibration, and odors. Hazards and nuisances, including site safety and noise, are discussed in the sections below.

		<u>Hazards - Site Safety</u> Construction activities associated with the proposed project would involve the use of heavy equipment, which would contain fuels and oils, and various other products such as concrete, paints, and adhesives. Small quantities of potentially toxic substances (e.g., petroleum and other chemicals used to operate and maintain construction equipment) would be used at the project site and transported to and from the site during construction. However, the project contractor would be required to comply with all California Health and Safety Codes and local City ordinances regulating the handling, storage, and transportation of hazardous and toxic materials. Thus, construction of the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment. Due to the residential nature of the proposed project, the project would not involve the use or storage of any toxic, hazardous, or radioactive materials, chemicals, or gases. Future residents of the facility may use common household cleaning products, fertilizers, and herbicides on-site, any of which could contain potentially hazardous chemicals; however, such products would be expected to be used in accordance with label instructions. Thus, residents would not be exposed to hazardous materials associated with the proposed project during operations. Furthermore, the project site is located near existing residential and commercial development. As discussed in the Contamination and Toxic Substances section of this EA, the Phase I ESA conducted for the project site determined that the presence of the sub-grade separator, associated with the existing car wash, represents an on-site REC. In addition, the Phase II ESA determined that benzene levels in the on-site soil could be a potential vapor intrusion concern for current and/or future occupants of the project site. However, implementation of Mitigation Measure 1 and Mitigation Measure 2 would ensure that the proposed project would not result in impacts related to contamination and toxic substances. Because the proposed project would involve limited use of hazardous materials, primarily limited to the construction phase of the project, during which the contractor would be required to adhere to all relevant guidelines and ordinances regulating the handling, storage, and transportation of hazardous materials, the project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment.
--	--	--

		<u>Nuisances - Noise</u> With respect to noise, some land uses are considered more sensitive to noise than others, and thus, are typically referred to as sensitive noise receptors. Land uses often associated with sensitive noise receptors generally include residences, schools, libraries, hospitals, and passive recreational areas. Noise sensitive land uses are typically given special attention in order to achieve protection from excessive noise. In the project vicinity, the nearest noise sensitive land use are apartment units located approximately 40 feet northwest of the project footprint. The City's Noise Ordinance is set forth in Chapter 8.68 of the City's Municipal Code and provides that generally, it is unlawful for any person to make, continue, or cause to be made or continued any loud, unnecessary or unusual noise which disturbs the peace and quiet of any neighborhood or causes discomfort or annoyance to any reasonable person of normal sensitiveness residing within the limits of the City. Considering that residential projects do not typically generate operational noise, operation of the proposed project would be consistent with the City's Noise Ordinance. Construction of the proposed project would result in temporarily increased noise levels, which could temporarily cause loud or unusual noise. The City restricts noise nuisances from 10:00 PM to 7:00 AM every day; therefore, construction of the proposed project would be required to comply with the allowable hours established in the City's Noise Ordinance. Given the compliance with the allowable hours, and the temporary nature of the construction period, noise associated with construction would not be considered significant. However, Section 8.68.200 of the City's Municipal Code restricts noise nuisances for construction equipment, such as pile drivers, hammers, and power tools, from 10:00 PM to 7:00 AM every day. Because the proposed project would be required to comply with the hours set forth by Chapter 8.68 of the Municipal Code, the proposed project would be consistent with the City's Noise Ordinance. Furthermore, construction activities would be temporary and would occur in different areas of the project footprint, at different times. As such, noise levels experienced at the nearest sensitive receptor would be attenuated during times construction activities occur further away from the receptor. Based on the above, impacts related to nuisances associated with noise would not occur. <u>Nuisances - Vibration</u> Vibration involves a source, a transmission path, and a receiver, with vibration typically consisting of the excitation of a structure or surface. A person's perception of the vibration depends on their individual sensitivity to vibration, as well as the amplitude and
--	--	--

		frequency of the source and the response of the system which is vibrating. Vibration is measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration in terms of peak particle velocities (PPV) in inches per second (in/sec). Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of PPV. Pursuant to standards developed by Caltrans, the vibration level that would normally be required to result in architectural damage to structures is 0.2 in/sec PPV. Table 6 shows the typical vibration levels produced by construction equipment at various distances. <table border="1"> <tr> <th colspan="3"> Table 6 Vibration Levels for Various Construction Equipment </th></tr> <tr> <th>Type of Equipment</th><th>PPV at 25 feet (in/sec)</th><th>PPV at 50 feet (in/sec)</th></tr> <tr> <td>Loaded Trucks</td><td>0.076</td><td>0.025</td></tr> <tr> <td>Small Bulldozer</td><td>0.003</td><td>0.000</td></tr> <tr> <td>Auger/drill Rigs</td><td>0.089</td><td>0.029</td></tr> <tr> <td colspan="3"> <i>Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Guidelines, May 2006.</i> </td></tr> </table> As shown in Table 6, at 25 feet, the maximum vibration levels generated by common construction equipment would be 0.089. Given the 40-foot distance between the apartment units and the proposed area of disturbance, vibration levels generated from on-site project construction activities at the residence would not exceed Caltrans' 0.20 in/sec PPV threshold for damage to residential structures. Therefore, nuisances related to groundborne vibration associated with project construction would not occur. <u>Nuisances - Odors</u> Residential land uses are not known to be odor-generating uses. In addition, as discussed in the Clean Air section of this EA, the project site is located within the jurisdictional boundaries of the SMAQMD. As such, the project would be required to comply with all adopted SMAQMD rules and regulations, including odor control. Therefore, project operation would not result in odor-related impacts that would result in nuisances. <u>Conclusion</u> Adherence with State regulations and product label instructions would ensure that the proposed project would not subject future residents or nearby receptors to on-site hazards. Because of the proposed project's compliance with the City's noise regulations, noise and vibration generated from construction and operations	Table 6 Vibration Levels for Various Construction Equipment			Type of Equipment	PPV at 25 feet (in/sec)	PPV at 50 feet (in/sec)	Loaded Trucks	0.076	0.025	Small Bulldozer	0.003	0.000	Auger/drill Rigs	0.089	0.029	<i>Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Guidelines, May 2006.</i>		
Table 6 Vibration Levels for Various Construction Equipment																				
Type of Equipment	PPV at 25 feet (in/sec)	PPV at 50 feet (in/sec)																		
Loaded Trucks	0.076	0.025																		
Small Bulldozer	0.003	0.000																		
Auger/drill Rigs	0.089	0.029																		
<i>Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Guidelines, May 2006.</i>																				

		of the proposed project would not result in nuisance conditions. Overall, the proposed project would not result in a significant impact related to site hazards and nuisances, such as noise and vibration. <u>Document Citation</u> Partner Engineering and Science, Inc. <i>Phase I Environmental Site Assessment Report, 6661 Folsom Boulevard, Sacramento, California 95819</i>. June 9, 2022. (Appendix B) Partner Engineering and Science, Inc. <i>Phase II Subsurface Investigation Report, 6661 Folsom Boulevard, Sacramento, California 95819</i>. June 24, 2022. (Appendix C) City of Sacramento Municipal Code. <i>Chapter 8.68 Noise Control, Article II. Noise Standards</i>. Available at: https://library.qcode.us/lib/sacramento_ca/pub/city_code/item/title-8-chapter-8-68-article-ii. Accessed May 2023. (Appendix G)
--	--	--

Environmental Assessment Factor	Impact Code	Impact Evaluation
SOCIOECONOMIC		
Employment and Income Patterns	1	The project would include 130 affordable housing units for low-income individuals and families, which would help fulfill the affordable housing requirements set forth in the Housing Element of the City of Sacramento General Plan. In addition, the proposed project would provide temporary employment for construction workers. Once operational, the proposed project would provide ongoing employment for a building manager, maintenance workers, and landscape workers necessary for the operation of the building. Because the proposed project would provide employment opportunities and 130 new housing units for City residents who qualify for affordable housing, the project would have a potentially beneficial impact to employment and income patterns. <u>Document Citation</u> City of Sacramento. <i>City of Sacramento 2021-2029 Housing Element – An 8-Year Housing Strategy</i>. Adopted August 17, 2021. (Amended December 14, 2021). (Appendix G)
Demographic Character Changes, Displacement	2	The proposed project would include the construction of one, six-story building consisting of 130 residential units. The 2020 U.S. Census found that the City of Sacramento has a population of 525,041 and an average of 2.63 persons per household. Therefore, the proposed project would be expected to accommodate approximately 342 future residents (2.63 persons per unit x 130 units). Even if all residents of the proposed project are new residents to the City, the population increase associated with the proposed project would represent less than one percent

		of the City population. Thus, a significant population increase would not occur with implementation of the proposed project. Considering that the project site is currently developed with a former gym and gas station, and an operational restaurant, residents do not currently exist on-site. Thus, the proposed project would not require the relocation of any tenants. In addition, the proposed project would comply with the affordable housing goals of the City of Sacramento Housing Element. As such, the proposed project would not displace a substantial number of existing housing or people, necessitate the construction of replacement housing elsewhere, or disrupt any existing demographic character. Based on the above information, the proposed project would not alter the character of the community in which it would be located, and relocation of existing residents would not be required. The proposed project would serve the existing community by providing needed housing to residents who currently inhabit the City and, thus, would not result in the displacement of people nor any adverse changes related to demographic character. <u>Document Citation</u> U.S. Census Bureau. <i>QuickFacts, Sacramento city, California</i>. Available at: https://www.census.gov/quickfacts/fact/table/sacramentocitycalifornia/PST045221. Accessed March 2023. (Appendix G) City of Sacramento. <i>City of Sacramento 2021-2029 Housing Element – An 8-Year Housing Strategy</i>. Adopted August 17, 2021. (Amended December 14, 2021). (Appendix G)
Environmental Justice	2	Environmental justice means ensuring that the environment and human health are protected fairly for all people regardless of race, color, national origin, or income. Executive Order 12898 – Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations requires certain federal agencies, including HUD, to consider how federally assisted projects may have disproportionately high and adverse human health or environmental effects on minority and low-income populations. The proposed project would help fulfill the need for affordable housing in the City of Sacramento by providing 130 units reserved for income-qualified individuals and families, which would be a benefit to the community. In addition, the proposed project is consistent with the planned land use and zoning designations for the site. The project site is not located near industrial or other land uses that could potentially result in health risks to the future occupants. While the proposed project is

		located within 260 feet of the UPRR tracks, the project would require implementation of Mitigation Measure 6 to ensure that noise levels at the proposed residential building would not exceed the City's interior and exterior noise level standards. According to CalEnviroScreen, the project site is not located in a census tract that has been identified as having a disproportionate pollution burden. In addition, mitigation measures set forth in this EA would ensure that significant environmental impacts associated with the proposed project would not occur. Finally, the public comment period on the proposed project allows any concerns of public and vulnerable populations in the project region to be heard and for such concerns to be incorporated into any mitigation measures that might be required to reduce any potentially adverse environmental impacts to a level of insignificance. Thus, the proposed project would not result in any significant environmental justice issues. As discussed in the Contamination and Toxic Substances section of this EA, the proposed project would require implementation of Mitigation Measure 1 and Mitigation Measure 2 to ensure impacts related to contamination and toxic substances would not occur. In addition, as detailed in the Explosive and Flammable Hazards section of this EA, the project site would be located well beyond the ASD for both people and buildings for each of the four AST sites within a mile of the project site (see Table 4). As such, potential impacts associated with the aforementioned AST sites would not occur. In addition, as discussed in the Clean Air section of this EA, the project would not involve long-term operation of any stationary diesel engine or other major on-site stationary source of TACs. Furthermore, risks associated with on-site exposure to DPM and other TACs from vehicle traffic and/or trains are not expected. Based on the above, the proposed project would not result in adverse human health or environmental effects on minority and low-income populations, and impacts related to Executive Order 12898 would not occur. <u>Document Citation</u> California Office of Environmental Health Hazard Assessment. <i>CalEnviroScreen</i> 4.0. Available at: https://experience.arcgis.com/experience/11d2f52282a54ceeabc7428e6184203/page/home/. Accessed March 2023. (Appendix G) U.S. Environmental Protection Agency. <i>Learn About Environmental Justice</i>. Available at: https://www.epa.gov/environmentaljustice/learn-about-environmental-justice. Accessed March 2023. (Appendix G)
--	--	--

Environmental Assessment Factor	Impact Code	Impact Evaluation
COMMUNITY FACILITIES AND SERVICES		
Educational and Cultural Facilities	2	Public school services for the proposed project would be provided by the Sacramento City Unified School District (SCUSD) for grades TK-12. The project site is located within one mile of several local SCUSD schools, including Phoebe A. Hearst Elementary School (grades K-6) located 0.45-mile to the northwest, Tahoe Elementary School (grades TK-6) located 0.76-mile to the southwest, Hiram W. Johnson High school (grades 9-12) located 0.88-mile to the southeast, and Kit Carson International Academy (grades 7-12) located 0.93-mile to the northwest. In addition, several private schools are located near the project site, including St. Francis High School located 0.42-mile to the northwest and St. Mary Preschool and St. Mary Parish School located 0.62-mile to the northwest. In addition, the California State University, Sacramento is located 0.25-mile northeast of the project site. The foregoing schools, as well as other schools within the City, would meet any educational needs of future residents. With respect to local cultural facilities, the City is served by the Sacramento Public Library. The nearest branch to the project site is the Colonial Heights Library, located 1.82 miles southwest of the project site. The project site also located near several City parks, such as Mae Fong Park located 0.5-mile southeast of the project, Little League Park, located 0.62-mile southeast of the project site, and Tahoe Park, located 0.79-mile southwest of the project site. While residents of the proposed project could increase demand for such services, the increase would be relatively minor and would not necessitate the expansion of existing facilities or construction of new facilities. Therefore, the proposed project would not cause impacts relating to educational and cultural facilities. <u>Document Citation:</u> Sacramento City Unified School District. <i>District Boundary Map</i>. Available at: https://www.scusd.edu/pod/district-boundary-map. Accessed March 2023. (Appendix G)
Commercial Facilities	2	Future residents of the proposed project would have access to numerous existing commercial facilities within the City of Sacramento. For example, Grocery Outlet and Dollar Tree are located approximately 250 feet south of the project site across Folsom Boulevard. A range of retail businesses, grocery stores, convenience store, and banks are all located within 0.75 miles of the project site along Folsom Boulevard. In addition, as discussed, the project site is within 0.1-mile from the 65th Street

		SacRT light rail station. Therefore, future residents of the proposed project would have access to existing commercial facilities. As previously discussed, the proposed project would include the development of 130 total new residential units, which would accommodate approximately 342 future residents. This increase in residents due to the proposed project would not cause a significant increase in demand for commercial facilities within the City of Sacramento. Based on the above, adverse effects related to commercial facilities would not occur with implementation of the proposed project.
Health Care and Social Services	2	The nearest hospital to the project site is UC Davis Medical Center, which is located 1.32 miles west of the project site. UC Davis Medical Center provides a variety of services, including, but not limited to primary care, psychiatry, internal medicine, women's health, neurology, comprehensive cancer care, heart and vascular services, a children's hospital, and comprehensive surgical services. Additional hospitals are located throughout the City, including Sutter Medical Center, Mercy General Hospital, and Shriners Children's of Northern California. Therefore, future residents of the project would have access to emergency medical services. Thus, both non-emergency and emergency services are accessible within proximity to the project site. Social services would be available to future residents of the proposed project through the Sacramento County Department of Human Assistance. Services include assistance with employment opportunities, access to CalFresh, and general financial assistance. The Department of Human Assistance administrative office is located at 1825 Bell Street in the City of Sacramento, approximately 3.16 miles northeast of the project site. Future project residents would be able to access the office by personal vehicles or SacRT. As such, social services are accessible within proximity to the project site. Based on the above, future residents of the proposed project would have access to existing health care and social services in the City and the County. Thus, the project would not create impacts related to social services and would not cause a significant increase in the demand for social services that could not be met by existing and proposed facilities. <u>Document Citation</u> Sacramento County. <i>Department of Human Assistance – About the Department of Human Assistance</i>. Available at: https://ha.saccounty.gov/Pages/About-DHA.aspx. Accessed April 2023. (Appendix G)

		UC Davis Health. <i>UC Davis Health Specialist Care Services and Locations</i>. Available at: https://health.ucdavis.edu/medicalcenter/cliniclocations/specialtycare/index.html. Accessed April 2023 (Appendix G)
Solid Waste Disposal / Recycling	2	The City of Sacramento does not provide commercial solid waste collection services. Rather, commercial garbage, recycling, and yard waste services are provided by a franchised hauler authorized by the Sacramento Solid Waste Authority to collect commercial garbage and commingled recycling within the City. The Sacramento County Kiefer Landfill, located at 12701 Kiefer Boulevard in Sloughhouse, California, is the primary location for the disposal of waste for the City. According to the Master EIR, the Kiefer Landfill should serve the City adequately until the year 2065. As growth continues in the City, in accordance with the County General Plan and the City's General Plan, population would increase and the solid waste stream would continue to grow. However, implementation of the Solid Waste Authority and the Sacramento recycling requirements, would continue to significantly reduce potential cumulative impact on landfill capacity to a less-than-significant effect. Solid waste collected at residential uses in the area is currently disposed of at the Kiefer Landfill. Kiefer Landfill, located at 12701 Kiefer Boulevard in Sloughhouse, California, is the primary location for the disposal of waste by the City. According to the Master EIR, the landfill is permitted to accept up to 10,815 tons per day and the current peak and average daily disposal is substantially lower than the permitted amount. The landfill is anticipated to be capable of adequately serving the area, including the anticipated population growth, until the year 2065. According to the California Department of Resources Recycling and Recovery (CalRecycle), the Kiefer Landfill has a remaining capacity of 112,900,000 cubic yards out of a total permitted capacity of 117,400,000 cubic yards. According to the CalRecycle Jurisdiction Diversion/Disposal Rate Summary for Sacramento, the most recently approved (2015) annual per capita disposal rate is 7.3 pounds per day per resident. Based on the average household size as given in the City's 2035 Housing Element, the proposed project would house approximately 351 future residents (2.7 people per household X 130 units). Operation of the proposed project would generate approximately 2,562 pounds of waste per day (1.28 tons). Operational waste generation of 1.28 tons per day would equal less than 0.01 percent of the Kiefer Landfill's remaining daily capacity. Therefore, the proposed project's solid waste disposal needs could be accommodated by the existing capacity of the Kiefer Landfill and construction of the proposed project would not result in a significant impact related to solid waste generation.

		<u>Document Citation</u> CalRecycle. <i>CALGreen Construction Waste Management Requirements</i>. Available at: https://www.calrecycle.ca.gov/lgcentral/library/canddmodel/instruction/newstructures. Accessed April 2023. (Appendix G) CalRecycle. <i>Jurisdiction Diversion/Disposal Rate Summary (2007 – Current)</i>. Available at: https://www2.calrecycle.ca.gov/LGCentral/DiversionProgram/JurisdictionDiversionPost2006. Accessed April 2023. (Appendix G) CalRecycle. <i>SWIS Facility Detail, Sacramento County Landfill (Kiefer) (34-AA-0001)</i>. Available at: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2070?siteID=2507. Accessed April 2023. (Appendix G) City of Sacramento. <i>Draft Master Environmental Impact Report for the City of Sacramento 2035 General Plan Update</i> [pg. 4.11-20]. August 2014. (Appendix G)
Waste Water / Sanitary Sewers	2	Wastewater collection and treatment services for the proposed project would be provided by the City of Sacramento Department of Utilities (DOU) and the Sacramento Regional County Sanitation District (RCSD). Wastewater generated from the project area is collected in the City's separated sewer system through a series of sewer pipes and flows into the SRCSD interceptor system, where the sewage is conveyed to the SRWWTP located near Elk Grove. The City's DOU is responsible for providing and maintaining the majority of the water, sewer collection, storm drainage, and flood control services for residents and businesses within City limits. The project site is located within sewer basin 32. Wastewater generated by the proposed project would be collected in the City's system and would flow into the SRCSD interceptor system, where the sewage would be conveyed to the Sacramento Regional Wastewater Treatment Plant (SRWWTP). Based on an average wastewater generation rate of 310 gallons per day per unit, the proposed project is anticipated to generate approximately 40,300 gallons per day (310 gallons x 130 residential units), or 0.04 million gallons per day (mgd). The existing permitted capacity at the SRWWTP is 181 mgd. Per the SRWWTP's NPDES Permit (No. CA0077682), adopted in April of 2021, the average dry weather flow at that time was approximately 181 mgd. Therefore, adequate capacity exists to treat the additional 0.04 mgd of wastewater that would be generated by the proposed project.

		Furthermore, the project's consistency with the General Plan land use designation would ensure that the demand for wastewater service would not exceed the amount anticipated for buildout of the Planning Area evaluated in the Master EIR. In addition, buildout capacity of the entire City service area was anticipated in the 2018 Sewer System Management Plan (SSMP). As such, the City has anticipated the need for wastewater services in the project area and requires development impact fees to support buildout demand of their service area (including the project site). Additionally, the SRCSD would require payment of sewer impact fees. All applicable impact fees would be required to be paid prior to issuance of a building permit. Given the required payment of applicable impact fees, the SRCSD would be able to provide sufficient wastewater services and conveyance to serve full buildout of the City, including the project site, per the Master EIR. Additionally, the proposed project is consistent with the General Plan land use and zoning designations of the project site, and would not impact wastewater and sanitary sewer treatment systems beyond what was already anticipated by the City. Thus, sufficient available capacity exists to treat wastewater generated by the project. Based on the above, and through payment of the City's sewer impact fees, sufficient capacity exists to convey and treat wastewater generated by the proposed project. Therefore, the project would be consistent with HUD policy and impacts related to wastewater and sanitary sewers would not occur. <u>Document Citation</u> Sacramento Regional Community Services District. <i>Final Executive Summary: Sacramento Regional Wastewater Treatment Plant</i> [pg. 7]. May 2008. (Appendix G) California Regional Water Quality Control Board, Central Valley Region. <i>Order No. R5-2021-0019 NPDES No. CA0077682</i>. April 2021. (Appendix G) Sacramento Area Sewer District. <i>Sewer System Management Plan</i>. June 8, 2018. (Appendix G) Sacramento Area Sewer District. <i>Sewer Impact Fees</i>. Available at: https://www.sacsewer.com/sewer-impact-fees. Accessed May 2023. (Appendix G)
Water Supply	2	The City uses surface water from the Sacramento and American rivers to meet the majority of its water demands. To meet the City's water demand, the City uses surface water from the Sacramento and American rivers, and groundwater pumped from the North American and South American Subbasins. According

	to the City’s 2020 Urban Water Management Plan (UWMP), the City has a current total of 333,200 acre-feet per year (AFY) in water supplies during dry years and expects the total to increase to 350,200 AFY by 2040. The total City retail water demand in 2020 was 100,483 AFY and is expected to increase to 126,564 AFY in 2040. According to the DOU’s 2021 Consumer Confidence Report, the City’s drinking water meets or exceeds all federal and State drinking water standards. The City is responsible for providing and maintaining water service for the project site. The 2015 UWMP analyzed the water supply, water demand, and water shortage contingency planning for the City’s service area, which would include the project site. According to the 2015 UWMP, under all drought conditions, the City possesses sufficient water supply entitlements to meet the demands of the City’s customers up to the year 2040. According to the 2020 UWMP, to obtain population projections for the year 2045, an assumption of a continued growth rate within the current service area and sphere of influence, consistent with the General Plan, was used. As a result, the population growth associated with development of the site with residential uses was accounted for in the regional growth estimates. Thus, the population growth associated with implementation of the proposed project was included within the growth projections evaluated in the 2020 UWMP. As such, adequate capacity is expected to be available to serve the proposed project’s water demands. The proposed project is consistent with land use and zoning designations and would not generate an increase in demand from what has already been anticipated in the Master EIR. As such, adequate capacity is expected to be available to serve the proposed project’s water demands. Furthermore, all infrastructure required to provide water supply to the project would be developed by connections to existing infrastructure near the project site, and the proposed project would not require major relocation or expansion of any water supply infrastructure. Based on the above, an impact related to water supply would not occur. <u>Document Citation</u> City of Sacramento Department of Utilities. <i>2021 Consumer Confidence Report</i>. Available at: https://www.cityofsacramento.org/Utilities/Reports. Accessed April 2023. (Appendix G) City of Sacramento. <i>2020 Draft Urban Water Management Plan</i>. May 2021. (Appendix G)
--	--

Public Safety - Police, Fire and Emergency Medical	2	The proposed project would be provided fire protection services from the Sacramento Fire Department. The Sacramento Fire Department operates 24 active stations throughout its service area. Station 8 is located at 5990 H Street, approximately 0.93-mile north of the project site; Station 60 is located at 3301 Julliard Drive, approximately 1.76 miles southeast of the project site; and Station 6 is located at 3301 Martin Luther King Jr. Boulevard, approximately 2.21 miles southwest of the project site. Law enforcement services would be provided by the Sacramento Police Department. The nearest Sacramento Police Department facility is the Joseph E. Rooney Police Facility located at 5303 Franklin Boulevard, approximately three miles southwest of the project site. While some increase in demand for fire and law enforcement services could occur as a result of the increase in population associated with development of the proposed project, the proposed project is consistent with the City of Sacramento and, thus, the increase in demand has been previously anticipated by the City. In addition, due to the relatively low number of units, the increase would not be considered substantial and could be met by current service providers. As previously mentioned, the proposed project would be consistent with buildout of the Sacramento General Plan and, thus, the increase in population associated with the project has been anticipated by the City. Within the General Plan, Policy PHS 2.1.11 states that the City shall require development projects to contribute fees for fire protection services and facilities. In addition, Policy PHS 1.1.8 of the Master EIR requires development projects to contribute fees for police facilities. As a result of Policies PHS 2.1.11 and PHS 1.1.8 the proposed project would be required to pay applicable development impacts fees to fund necessary fire and police services. Therefore, adequate police and fire protection services exist in the community to serve the project site. As previously stated, the nearest hospital, UC Davis Medical Center, is located approximately 1.32 miles west of the project site. Therefore, future residents of the project would have access to emergency medical services. Based on the above, a significant impact relating to the provision of police, fire, and emergency medical services would not occur.
--	---	---

		<u>Document Citation</u> City of Sacramento. <i>Fire Stations</i>. Available at: http://www.cityofsacramento.org/Fire/About/Station-Information. Accessed March 2023. (Appendix G) City of Sacramento. <i>Police Facilities</i>. Available at: http://www.cityofsacramento.org/police/contact/police-facilities. Accessed March 2023. (Appendix G) City of Sacramento. <i>Sacramento 2035 General Plan</i> [pgs. 2-284 and 2-289]. Adopted March 3, 2015. (Appendix G)
Parks, Open Space and Recreation	2	Natural resources and parks provide a wide range of recreational opportunities within the City, which would be available to future residents of the proposed project. The City currently contains 129 neighborhood parks, 56 community parks, 25 regional/Citywide specialty parks, 14 open space areas, and 115 miles of shared-use paths. The proposed project is near various recreational and park facilities, such as Tahoe Park; Tahoe Tallac Park; Mae Fong Park; East Portal Park; and the Granite Regional Park, Soccer Park, and Skateboard Park. While the proposed project would not include the dedication of parkland, the project would include various amenities that would provide residents with outdoor recreational activities, including an outdoor common courtyard on the second floor of the building with seated gathering areas, picnic areas, and a children's play structure. A common outdoor patio space will be located on the ground floor and will include seating and outdoor gathering areas. Considering the availability of parks and open space in the project vicinity, the provision of recreational facilities on-site, and the required payment of appropriate fees pursuant to General Plan Policy ERC 2.2.5, impacts related to parks, open space, and recreation would not occur. <u>Document Citation</u> City of Sacramento. <i>Sacramento Parks</i>. Available at: https://www.cityofsacramento.org/parksandrec/parks. Accessed March 2023. (Appendix G) City of Sacramento. <i>Sacramento 2035 General Plan</i> [pgs. 2-261]. Adopted March 3, 2015. (Appendix G)
Transportation and Accessibility	2	Access to the project site would be provided by way of Elvas Avenue, which abuts the site's northeastern boundary. Elvas Avenue consists of two vehicle lanes, and runs generally northwest-to-southeast. As part of the proposed project, a new ingress/egress point to the project site would be constructed in the northern corner of the site. A bicycle storage room for up to

		65 bicycles would be provided on the ground floor of the building and 13 additional bicycle spaces would be provided near the building entrances and along the sidewalk. A total of 72 parking stalls would be available within the ground floor podium parking. In addition, according to the Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition), the proposed project would involve an increase of approximately 865 trips per day (6.65 trips per unit x 130 units = 864.5 trips per day), including 66 AM peak hour trips and 81 PM peak hour trips. The General Plan Master EIR considered buildout at the project site with residential uses and, thus, the increase in vehicle trips associated with the proposed project have been generally considered by the City and accounted for in roadway planning efforts. As mentioned in the Commercial Facilities section of this EA, residents would have access to numerous existing commercial facilities within the City of Sacramento. Grocery stores, convenience stores, restaurants, and banks are all accessible by foot within one mile of the project site. Public transit service in the project area is provided by bus and light rail, which are operated by the SacRT. The Gold light rail line provides service from downtown Sacramento to the City of Folsom, and the University/65th Street station is located 0.1-mile south of the project site. Bus routes 82 and 87, which provide local service throughout the City, also have stops at University/65th Street station. Based on the above information, the proposed project would not cause a significant impact related to transportation and accessibility. <u>Document Citation</u> Institute of Transportation Engineers. <i>Trip Generation Manual, 9th Edition</i>. November 2012. (Appendix G) Sacramento Regional Transit. <i>Bus & Light Rail System Map</i>. Available at: http://www.sacrt.com/systemmap/2021/SacRT_SystemMap_Effective-August-29-2021.pdf. Accessed May 2023. (Appendix G)
--	--	---

Environmental Assessment Factor	Impact Code	Impact Evaluation
NATURAL FEATURES		
Unique Natural Features,	2	Examples of unique natural features include sand dunes, waterfalls, unique rock outcroppings, caves, canyons, endemic

Water Resources		and/or disjunct plant/animal communities, coral reefs, unique stands of trees, and unique colonies of animals. The project site is located within a developed area of the City and is developed with a gym, car wash, and restaurant. While several trees are located along the eastern and southeastern boundaries of the project site as part of the landscaping, the trees are not considered unique. Because the project site does not include any unique natural features, implementation of the proposed project would not destroy or isolate any unique natural feature from public or scientific access. Locally important natural features do not exist on or near the project site. Furthermore, as discussed in the Wetlands Protection and Wild and Scenic Rivers sections of this EA, the project site does not contain wetlands. Per the NWI, the nearest surface water source to the project site is the American River, approximately 2,827 feet northeast of the project site. While the project site is located in close proximity to the American River, which is officially designated as a Wild and Scenic River, the project site is separated from the river by commercial uses and the California State University, Sacramento campus. Finally, as detailed in the Soil Suitability, Slope, Erosion, Drainage, and Storm Water Runoff section of this EA, as part of compliance with the NPDES Construction General Permit, the proposed project would be required to prepare a SWPPP and incorporate BMPs to prevent erosion and drainage impacts during project construction. As such, compliance with the Construction General Permit and the provisions contained therein would ensure that runoff entering receiving waters does not contain sufficient quantities of sediment or pollutants generated by construction activities and that impacts to water resources do not occur. Therefore, the project would not result in impacts to water quality in the project area. Based on the above, impacts related to unique natural features and water resources would not occur with implementation of the proposed project. <u>Document Citation</u> U.S. Fish and Wildlife Service. <i>National Wetlands Inventory</i>. Available at: https://www.fws.gov/wetlands/data/Mapper.html Accessed March 2023. (Figure 7)
Vegetation, Wildlife	3	As discussed earlier in this EA, the project site is located within a developed area of the City and, based on the lack of ideal habitat at the project site, it is not anticipated that any plant or wildlife species protected by the Federal ESA would occur on the project site.

		However, species that are not protected under the Federal ESA but are otherwise considered special-status have the potential to occur in the project area. Based on the CNDDDB search, such species include 15 special-status plant species (Boggs Lake hedge-hyssop, Ferris' milk-vetch, bristly sedge, pappose tarplant, Peruvian dodder, dwarf downingia, woolly rose-mallow, Ahart's dwarf rush, alkali-sink goldfields, legenere, Heckard's pepper-grass, Mason's lilaeopsis, Sanford's arrowhead, Suisun Marsh aster, and saline clover) and 15 special-status wildlife species (tricolored blackbird, Swainson's hawk, California black rail, bank swallow, golden eagle, Sacramento perch, burrowing owl, white-tailed kite, western pond turtle, song sparrow, Sacramento splittail, purple martin, western spadefoot, American badger, and the yellow-headed blackbird). As noted previously, the project site is currently developed with a gym, car wash, restaurant, and associated parking lot, and existing habitat within the project site is limited to scattered trees located in the landscaped areas along the eastern and southeastern boundaries of the site. However, the landscaped areas within the project site are regularly disturbed for maintenance, and, thus, are not considered suitable habitat for any special-status plant species known to occur in the region. In addition, the project site is entirely surrounded by existing development. However, all native nesting birds, including raptors, are protected under the Migratory Bird Treaty Act of 1918 (MBTA). The MBTA prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of the Interior. All migratory bird species are protected by the MBTA. Any disturbance that cause direct injury, death, nest abandonment, or forced fledging of migratory birds, is restricted under the MBTA. Any removal of active nests during the breeding season or any disturbance that results in the abandonment of nestlings is considered a 'take' of the species under federal law. The scattered trees and vacant buildings located on-site could provide nesting bird habitat. Given that the proposed project would include tree removal and the demolition of all on-site structures, if nesting birds were to be located within the trees and structures proposed for removal and demolition, respectively, the proposed project could result in impacts to such species. Based on the above, implementation of the proposed project could result in an adverse effect to vegetation or wildlife if special-status plants or wildlife are present on-site during project construction activities. In order to avoid any construction-related impacts to migratory birds and raptors,
--	--	---

		Mitigation Measure 8 shall be implemented. Implementation of the measures herein would ensure that impacts to vegetation and wildlife would not occur with implementation of the proposed project. <i>Mitigation Measure 8: During construction of the proposed project, the project applicant shall implement the following measures to avoid or minimize impacts to protected migratory bird species:</i> • <i>If any site disturbance or construction activity for any phase of development is scheduled to begin between February 1 and August 31, a qualified biologist shall conduct a preconstruction survey for active tree nests and ground nests from publicly accessible areas within 15 days prior to site disturbance for any phase of development. The survey area shall cover the construction site and a 300-foot radius surrounding the construction site. The preconstruction survey results shall be submitted to the City's Community Development Department for review. If no nesting migratory birds are found, then further mitigation measures are not necessary.</i> • <i>If an active nest of a MBTA bird, or other CDFW-protected bird is discovered that may be adversely affected by any site disturbance, or an injured or killed bird is found, the project applicant shall immediately:</i> ○ <i>Stop all work within a 300-foot radius of the discovery;</i> ○ <i>Notify the City's Community Development Department; and</i> ○ <i>Not resume work within the 300-foot radius until authorized by the biologist.</i> • <i>If an active nest of a MBTA bird, or other CDFW-protected bird, is discovered that may be adversely affected by any site disturbance, or an injured or killed bird is found, the biologist shall establish a minimum 300-foot Environmentally Sensitive Area around the nest. The Environmentally Sensitive Area may be reduced if the biologist determines that work may not occur within the Environmentally Sensitive Area until the biologist determines that the nest is no longer active.</i> <i>The above measures shall be included in the notes on construction drawings subject to review and approval by the City's Community Development Department.</i>
--	--	---

		<u>Document Citation</u> California Department of Fish and Wildlife. <i>California Natural Diversity Database: Rarefind</i> 5. Available at: https://apps.wildlife.ca.gov/rarefind/view/RareFind.aspx. Accessed March 2023. (Appendix G)
--	--	---

Environmental Assessment Factor	Impact Code	Impact Evaluation
CLIMATE AND ENERGY		
Climate Change Impacts	2	Global climate change is, by nature, a cumulative impact. Greenhouse gas (GHG) emissions contribute, on a cumulative basis, to the adverse environmental impacts of global climate change (e.g., sea level rise, impacts to water supply and water quality, public health impacts, impacts to ecosystems, impacts to agriculture, and other environmental impacts). A single project does not generate enough GHG emissions to contribute noticeably to a change in the global average temperature. However, the combination of GHG emissions from a project in combination with other past, present, and future projects could contribute substantially to the world-wide phenomenon of global climate change and the associated environmental impacts. HUD-assisted projects need to consider the potential future impacts of climate change on occupants of the project, specifically as they relate to residents' safety, wellbeing, and property from risks associated with hazardous conditions (i.e., flooding, sea level rise, drought, extreme heat, etc.) and site suitability (i.e., air quality, urban heat island effects, soil suitability, and water resources). The following discussion evaluates climate change impacts associated with the proposed project. The State's GHG emission reduction objectives are set forth through a number of regulations, including Executive Order S-03-05, Assembly Bill (AB) 32, EO B-30-15, and Senate Bill (SB) 375. Executive Order S-3-05 established California's GHG emissions reduction targets and laid out responsibilities among the State agencies for implementing the Executive Order and for reporting on progress toward the targets. In furtherance of the goals established in Executive Order S-3-05, the State Legislature enacted AB 32, which provided initial direction on creating a comprehensive, multi-year program to limit California's GHG emissions at 1990 levels by 2020 and initiate the transformations required to achieve the State's long-range climate objectives. AB 32 also required that the CARB prepare a "scoping plan" for achieving the maximum technologically feasible and cost-effective GHG emission reductions by 2020. Executive Order B-30-15 identified an interim GHG reduction target in support of targets previously identified under Executive Order S-3-05 and AB 32. Executive Order B-30-15 set an interim target goal of

		reducing GHG emissions to 40 percent below 1990 levels by 2030. SB 375 requires CARB to adopt regional GHG reduction targets for the automobile and light-truck sector for 2020 and 2035, and to update those targets every eight years. To meet the statewide GHG emission targets and comply with AB 32, the City prepared a Climate Action Plan (CAP). The CAP was adopted on February 14, 2012 by the Sacramento City Council and was incorporated into the 2035 General Plan. The Sacramento CAP includes GHG emission reduction targets, strategies, and implementation measures developed to help the City reach these targets. Reduction strategies address GHG emissions associated with transportation and land use, energy, water, waste management and recycling, agriculture, and open space. The CAP identified how the City and the broader community could reduce Sacramento's GHG emissions and included reduction targets, strategies, and specific actions. In 2015, the City of Sacramento adopted the 2035 General Plan Update. The update incorporated measures and actions from the CAP into Appendix B, General Plan CAP Policies and Programs, which includes citywide policies and programs that are supportive of reducing GHG emissions. As discussed throughout this EA, the proposed project would be subject to applicable federal, State, and local regulations, including those adopted for the purpose of mitigating effects related to climate change, such as the City's CAP. Furthermore, pedestrian supportive facilities and uses in the project vicinity would help support a reduced project VMT, and in turn, the project's effects related to GHG emissions. Pedestrian supportive facilities and uses in the project vicinity include transit bus stops and commercial uses (i.e., convenience stores, gas stations, restaurants, retail, etc.) along Folsom Boulevard. In addition, existing employment uses are located within walking distance of the project site. As noted previously, the project site is not located within a Special Flood Hazard Area and, therefore, would not be subject to substantial risks from flooding. The drainage and stormwater systems planned for the proposed project would be required to comply with all applicable requirements in the City's Municipal Code, which would further ensure that flooding does not occur. The project site is located approximately 78.84 miles northeast of the nearest coastal zone and, as such, the project site is not susceptible to risks associated with sea level rise. In addition, according to the California Department of Forestry and Fire Protection (CAL FIRE), the project site is within a Local Responsibility Area (LRA), and is not within an area designated as a Very High Fire Hazard Severity Zone (VHFHSZ).
--	--	---

		Additionally, the Sacramento Fire Station #8 is located approximately 0.9-mile north of the project site, and, therefore, fire protection services would be able to access the site within an adequate response time. According to the FEMA National Risk Index, Sacramento County, in which the project is located, is shown to have a risk index of 37.64. The County is known to be susceptible to high risk for drought, earthquake, and lightning, and relatively moderate risk for riverine flooding and tornado. The potential for all other categories of natural risk factors, such as risk of avalanche, hail, strong wind, and tsunami, are very low risk or not applicable. The community resilience rating for Sacramento County is 54.78, which is considered a relatively moderate ability to prepare for anticipated natural hazards, adapt to changing conditions, and withstand and recover rapidly from disruptions when compared to the rest of the U.S. Finally, according to the CalEnviroScreen, the project site is not located in a census tract that has been identified as having a disproportionate pollution burden. Overall, as demonstrated in this EA, compliance with applicable federal, State, and local regulations would ensure that all potentially significant environmental impacts, including those related to climate change, are reduced to a level of less than significant. As such, future residents of the project would not be disproportionately exposed to undue climate change hazards relative to any other resident of the City of Sacramento. Based on the information presented above, the proposed project would not expose future residents to an increased risk associated with climate change, and no impact would occur. <u>Document Citation</u> Federal Emergency Management Agency. <i>Flood Insurance Rate Map 06067C0195H</i>. Available at: https://msc.fema.gov/portal/home. Accessed March 2023. (Figure 6) California Department of Fish and Wildlife. <i>California Department of Fish and Wildlife BIOS</i>. Available at: https://apps.wildlife.ca.gov/bios/. Accessed March 2023. (Figure 8) California Department of Forestry and Fire Protection. <i>Sacramento County, Very High Fire Hazard Severity Zones in LRA</i>. July 30, 2008. (Appendix G)
--	--	--

		Federal Emergency Management Agency. <i>National Risk Index Map</i>. Available at: https://hazards.fema.gov/nri/map. Accessed March 2023. (Appendix G) California Office of Environmental Health Hazard Assessment. <i>CALEnviroScreen 4.0</i>. Available at: https://experience.arcgis.com/experience/11d2f52282a54ceeabc7428e6184203/page/home/. Accessed March 2023. (Appendix G)
Energy Efficiency	2	The proposed project would be subject to all relevant provisions of the CBSC, including the 2022 Building Energy Efficiency Standards and CALGreen Code. Adherence to the CALGreen Code and the Building Energy Efficiency Standards would ensure that the proposed structures would consume energy efficiently through the incorporation of such features as efficient water heating systems, high performance attics and walls, and high efficacy lighting. Required compliance with the CBSC would ensure that the building energy use associated with the proposed project would not be wasteful, inefficient, or unnecessary. The California Energy Commission is required by law to adopt standards every three years that are cost effective for homeowners over the 30-year lifespan of a building. The CALGreen Code standards are updated to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices. The provisions of the code apply to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure throughout California. The 2022 Building Energy Efficiency Standards expands upon energy efficiency measures from the 2019 Building Energy Efficiency Standards. Requirements of the CALGreen Code include, but are not limited to, the following measures: • Compliance with relevant regulations related to future installation of electric vehicle (EV) charging infrastructure in residential and non-residential structures; • Indoor water use consumption is reduced through the establishment of maximum fixture water use rates; • Outdoor landscaping must comply with the California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), or a local ordinance, whichever is more stringent, to reduce outdoor water use; • Diversion of 65 percent of construction and demolition waste from landfills;

		• Incentives for installation of electric heat pumps, which use less energy than traditional heating, ventilation, and air conditioning (HVAC) systems and water heaters; • Required solar PV system and battery storage standards for certain buildings; and • Mandatory use of low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring, and particle board. During project construction, the proposed project would involve on-site energy demand and consumption related to use of oil in the form of gasoline and diesel fuel for construction worker vehicle trips, hauling and materials delivery truck trips, and operation of off-road construction equipment. However, all construction equipment and operation thereof would be regulated per the CARB's In-Use Off-Road Diesel Vehicle Regulation. The In-Use Off-Road Diesel Vehicle Regulation is intended to reduce emissions from in-use, off-road, heavy-duty diesel vehicles in California by imposing limits on idling, requiring all vehicles to be reported to CARB, restricting the addition of older vehicles into fleets, and requiring fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing exhaust retrofits. The temporary increase in energy use occurring during construction of the proposed project would not result in a significant increase in peak or base demands or require additional capacity from local or regional energy supplies. In addition, project construction would be required to comply with all applicable regulations related to energy conservation and fuel efficiency, which would help to reduce the temporary increase in demand. Based on the above, the proposed project would not result in a significant impact related to energy consumption. <u>Document Citation</u> California Building Standards Commission. <i>2022 California Green Building Standards Code</i>. Available at: https://codes.iccsafe.org/content/CAGBC2022P1. Accessed March 2023. (Appendix G)
--	--	--

Additional Studies Performed:

- CalEEMod. *69th Street Apartments*. May 2023. (Appendix A)
- Partner Engineering and Science, Inc. *Phase I Environmental Site Assessment Report, 6661 Folsom Boulevard, Sacramento, California 95819*. June 9, 2022. (Appendix B)
- Partner Engineering and Science, Inc. *Phase II Subsurface Investigation Report, 6661 Folsom Boulevard, Sacramento, California 95819*. June 24, 2022. (Appendix C)
- Cultural Resources Information (Appendix D)

- Native American Heritage Commission. *Re: 69th Street Apartments Project, Sacramento County*. February 2, 2023. (Appendix D)
- North Central Information Center. *Records Search Results for 69th Street Apartments Project*. January 10, 2023. (Appendix D)
- Section 106 Letters. (Appendix D)
- Sacramento Housing and Redevelopment Agency to Julianne Polanco, State Historic Preservation Officer. *69th Street Apartment Project, Sacramento, CA*. April 4, 2023. (Appendix D)
- Saxelby Acoustics. *Environmental Noise Assessment, 69th Street Apartments*. August 2, 2023. (Appendix E)
- Raney Geotechnical. *Geotechnical Investigation, Folsom Apartments, 6661 Folsom Boulevard, Sacramento, California*. October 20, 2022. (Appendix F)

Field Inspection (Date and completed by)

- June 9, 2022: Site inspection by Partners Engineering and Science, Inc. for Phase I Environmental Site Assessment.
- June 14, 2022: Geophysical Survey by Ground Penetrating Radar Systems, under the supervision of Partners Engineering and Science, Inc. for Phase II Subsurface Investigation Report.
- September 19, 2022: Site inspection by Raney Geotechnical for Geotechnical Investigation.

List of Sources, Agencies and Persons Consulted [40 CFR 1508.9(b)]:

- Airnav.com. *Beale Air Force Base*. Available at: <http://www.airnav.com/airport/BAB>. Accessed March 2023. (Appendix G)
- Airnav.com. *McClellan Airfield*. Available at: <http://www.airnav.com/airport/KMCC>. Accessed March 2023. (Appendix G)
- Airnav.com. *Sacramento Executive Airport*. Available at: <http://www.airnav.com/airport/KSAC>. Accessed March 2023. (Appendix G)
- Airnav.com. *Sacramento Mather Airport*. Available at: <http://www.airnav.com/airport/KMHR>. Accessed March 2023. (Appendix G)
- Airnav.com. *Travis Air Force Base*. Available at: <http://www.airnav.com/airport/KSUU>. Accessed March 2023. (Appendix G)
- California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005. (Appendix G)
- California Building Standards Commission. *2022 California Green Building Standards Code*. Available at: <https://codes.iccsafe.org/content/CAGBC2022P1>. Accessed March 2023. (Appendix G)
- California Department of Conservation. *California Important Farmland Finder*. Available at: <https://maps.conservation.ca.gov/dlrp/ciff/>. Accessed March 2023. (Appendix G)
- California Department of Conservation. *EQ Zapp: California Earthquake Hazards Zone Application*. Available at: <https://www.conservation.ca.gov/cgs/geohazards/eq-zapp>. Accessed March 2023. (Appendix G)
- California Department of Fish and Wildlife. *California Department of Fish and Wildlife BIOS*. Available at: <https://apps.wildlife.ca.gov/bios6/>. Accessed March 2023. (Figure 8)
- California Department of Fish and Wildlife. *California Natural Diversity Database: Rarefind 5*. Available at: <https://apps.wildlife.ca.gov/rarefind/view/RareFind.aspx>. Accessed March 2023. (Appendix G)

- California Department of Forestry and Fire Protection. *Sacramento County, Very High Fire Hazard Severity Zones in LRA*. July 30, 2008. (Appendix G)
- California Environmental Protection Agency. *CalEPA Regulated Site Portal*. Available at: <https://siteportal.calepa.ca.gov/nsite/map/results>. Accessed March 2023. (Appendix G)
- California Office of Environmental Health Hazard Assessment. *CalEnviroScreen 4.0*. Available at: <https://experience.arcgis.com/experience/11d2f52282a54cee6184203/page/home/>. Accessed March 2023. (Appendix G)
- California Regional Water Quality Control Board, Central Valley Region. *Order No. R5-2021-0019 NPDES No. CA0077682*. April 2021. (Appendix G)
- CalRecycle. *CALGreen Construction Waste Management Requirements*. Available at: <https://www.calrecycle.ca.gov/lgcentral/library/canddmodel/instruction/newstructures>. Accessed April 2023. (Appendix G)
- CalRecycle. *Jurisdiction Diversion/Disposal Rate Summary (2007 – Current)*. Available at: <https://www2.calrecycle.ca.gov/LGCentral/DiversionProgram/JurisdictionDiversionPost2006>. Accessed April 2023. (Appendix G)
- CalRecycle. *SWIS Facility Detail, Sacramento County Landfill (Kiefer) (34-AA-0001)*. Available at: <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2070?siteID=2507>. Accessed April 2023. (Appendix G)
- City of Sacramento Department of Utilities. *2021 Consumer Confidence Report*. Available at: <https://www.cityofsacramento.org/Utilities/Reports>. Accessed April 2023. (Appendix G)
- City of Sacramento Municipal Code. *Chapter 8.68 Noise Control, Article II. Noise Standards*. Available at: https://library.qcode.us/lib/sacramento_ca/pub/city_code/item/title_8-chapter_8_68-article_ii. Accessed May 2023. (Appendix G)
- City of Sacramento Planning and Development Code. *Chapter 17.212, Article I RMX Zone - Residential Mixed Use Zone*. Accessed March 2023. (Appendix G)
- City of Sacramento Planning and Development Code. *Chapter 17.340 TO Zone – Transit Overlay*. Accessed March 2023. (Appendix G)
- City of Sacramento Planning and Development Code. *Chapter 17.408 Folsom Boulevard West Special Planning District*. Accessed March 2023. (Appendix G)
- City of Sacramento Planning and Development Code. *Chapter 17.704 Density Bonuses*. Accessed March 2023. (Appendix G)
- City of Sacramento Planning and Development Code. *Chapter 17.860 Ministerial Approval for Infill Housing Projects*. Accessed March 2023. (Appendix G)
- City of Sacramento. *2020 Draft Urban Water Management Plan*. May 2021. (Appendix G)
- City of Sacramento. *City of Sacramento 2021-2029 Housing Element – An 8-Year Housing Strategy*. Adopted August 17, 2021. (Amended December 14, 2021). (Appendix G)
- City of Sacramento. *Draft Master Environmental Impact Report for the City of Sacramento 2035 General Plan Update*. August 2014. (Appendix G)
- City of Sacramento. *Fire Stations*. Available at: <http://www.cityofsacramento.org/Fire/About/Station-Information>. Accessed March 2023. (Appendix G)
- City of Sacramento. *Police Facilities*. Available at: <http://www.cityofsacramento.org/police/contact/police-facilities>. Accessed March 2023. (Appendix G)
- City of Sacramento. *Sacramento 2035 General Plan*. Adopted March 3, 2015.
- City of Sacramento. *Sacramento Parks*. Available at: <https://www.cityofsacramento.org/parksandrec/parks>. Accessed March 2023. (Appendix G)

- County of Sacramento Environmental Management Department. *Local Oversight Program Site No. A541, R00000482 Former Eagle Gas Station, 6661 Folsom Boulevard, Sacramento, CA 95819*. December 8, 2014. (Appendix G)
- ESA. *Opus at Folsom and Elvas Addendum to the 65th Street Station Area Plan EIR* [pg. 3-50]. August 2021. (Appendix G)
- Federal Emergency Management Agency. *Flood Insurance Rate Map 06067C0195H*. Available at: <https://msc.fema.gov/portal/home>. Accessed March 2023. (Figure 6)
- Federal Emergency Management Agency. *National Risk Index Map*. Available at: <https://hazards.fema.gov/nri/map>. Accessed March 2023. (Appendix G)
- Institute of Transportation Engineers. *Trip Generation Manual, 9th Edition*. November 2012. (Appendix G)
- Sacramento Area Council of Governments. *SACOG Regional Housing Needs Plan, Cycle 6 (2021-2029)*. Adopted March 2020. (Appendix G)
- Sacramento Area Sewer District. *Sewer Impact Fees*. Available at: <https://www.sacsewer.com/sewer-impact-fees>. Accessed May 2023. (Appendix G)
- Sacramento Area Sewer District. *Sewer System Management Plan*. June 8, 2018. (Appendix G)
- Sacramento City Unified School District. *District Boundary Map*. Available at: <https://www.scusd.edu/pod/district-boundary-map>. Accessed March 2023. (Appendix G)
- Sacramento County. *Department of Human Assistance – About the Department of Human Assistance*. Available at: <https://ha.saccounty.gov/Pages/About-DHA.aspx>. Accessed April 2023. (Appendix G)
- Sacramento Metropolitan Air Quality Management District. *Guide to Air Quality Assessment in Sacramento County, Chapter 4: Operational Criteria Air Pollutant and Precursor Emissions*. Revised April 2021. (Appendix G)
- Sacramento Regional Community Services District. *Final Executive Summary: Sacramento Regional Wastewater Treatment Plant*. May 2008. (Appendix G)
- Sacramento Regional Transit. *Bus & Light Rail System Map*. Available at: http://www.sacrt.com/systemmap/2021/SacRT_SystemMap_Effective-August-29-2021.pdf. Accessed May 2023. (Appendix G)
- State of California Density Bonus Law (California Government Code Sections 65915-65918). Available at: https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=65915&lawCode=GOV. Accessed March 2023.
- The Sacramento Bee. *Trains a treasured part of Sacramento – until they snarl traffic*. September 14, 2016. Available at: <https://www.sacbee.com/article101551792.html>. Accessed May 2023. (Appendix G)
- U.S. Census Bureau. *QuickFacts, Sacramento city, California*. Available at: <https://www.census.gov/quickfacts/fact/table/sacramentocitycalifornia/PST045221>. Accessed March 2023. (Appendix G)
- U.S. Department of Agriculture, Natural Resources Conservation Service. *Web Soil Survey*. Available at: <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>. Accessed March 2023. (Appendix G)
- U.S. Department of Housing and Urban Development. *Acceptable Separation Distance Electronic Assessment Tool*. Available at: <https://www.hudexchange.info/programs/environmental-review/asd-calculator/>. Accessed March 2023. (Appendix G)
- U.S. Department of Housing and Urban Development. *DNL Calculator*. Available at: <https://www.hudexchange.info/programs/environmental-review/dnl-calculator/>. Accessed May 2023. (Appendix G)

- U.S. Environmental Protection Agency. *Elements of an Asbestos Operations and Maintenance (O&M) Program*. Available at: <https://www.epa.gov/asbestos/elements-asbestos-operations-and-maintenance-om-program>. Accessed May 2023. (Appendix G)
- U.S. Environmental Protection Agency. *Learn About Environmental Justice*. Available at: <https://www.epa.gov/environmentaljustice/learn-about-environmental-justice>. Accessed March 2023. (Appendix G)
- U.S. Environmental Protection Agency. *Sole Source Aquifers*. Available at: <https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=9ebb047ba3ec41ada1877155fe31356b>. Accessed March 2023. (Figure 9)
- U.S. Fish and Wildlife Service, Sacramento Fish and Wildlife Office. *69th Street Apartments, List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project*. March 17, 2023. (Appendix G)
- U.S. Fish and Wildlife Service. *Candidate Species: Section 4 of the Endangered Species Act*. October 2017. (Appendix G)
- U.S. Fish and Wildlife Service. *Coastal Barrier Resources Act*. Available at: <https://www.fws.gov/program/coastal-barrier-resources-act>. Accessed March 2023. (Appendix G)
- U.S. Fish and Wildlife Service. *National Wetlands Inventory*. Available at: <https://www.fws.gov/wetlands/data/Mapper.html> Accessed March 2023. (Figure 7)
- U.S. Forest Service, National Park Service, Bureau of Land Management and the Fish and Wildlife Service. *National Wild and Scenic Rivers System*. Available at: <https://www.rivers.gov/california.php>. Accessed March 2023. (Appendix G)
- UC Davis Health. *UC Davis Health Specialist Care Services and Locations*. Available at: <https://health.ucdavis.edu/medicalcenter/cliniclocations/specialtycare/index.html>. Accessed April 2023 (Appendix G)

List of Permits Obtained:

The project applicant has not obtained any permits relevant to the NEPA environmental review process.

Public Outreach [24 CFR 50.23 & 58.43]:

Public outreach requirements will be conducted as required by HUD.

Cumulative Impact Analysis [24 CFR 58.32]:

Cumulative impacts can result from incremental minor impacts that can be seen as collectively significant over time. Air quality, greenhouse gas emissions, noise, and traffic are often the issues which present cumulative impacts. Construction of the proposed project would be temporary, and thus would not result in cumulative impacts. In addition, the proposed project would result in criteria pollutant emissions below the applicable thresholds of significance and, thus, would not result in a cumulatively considerable contribution to the region's existing air quality conditions. Noise generated from the project is not expected to have an adverse impact on the surrounding area given that the proposed project is a residential development. The target population for the proposed project are expected to have a relatively low trip generation rate, and a substantial increase in vehicular traffic is not anticipated during operations of the proposed project. The proposed project, in conjunction with other developments throughout the City of Sacramento, could incrementally contribute to cumulative impacts in the area. However, as demonstrated in this EA, all potential environmental impacts that could occur as a result of project implementation would be reduced to a less-than-significant level through compliance with the mitigation measures included herein, as well as applicable General Plan policies, Municipal Code standards, and other applicable local and State regulations.

Alternatives [24 CFR 58.40(e); 40 CFR 1508.9]:

The following discussions evaluate the potential benefits and impacts of an Off-Site Alternative and Reduced Intensity Alternative, relative those associated with the proposed project.

Off-Site Alternative

The Off-Site Alternative would include development of the proposed project at a different location within the City of Sacramento. The project site is currently designated Urban Center Low in the City's General Plan, with which the proposed project would be consistent. The project applicant does not own any alternative sites suitable for the proposed project within the City. If an Off-Site Alternative were located outside the City of Sacramento, the objectives and goals of the proposed project, which are primarily concerned with providing affordable low-income housing for families and individuals in the City, would not be met. Furthermore, the proposed project is a development project that would be consistent with the existing surrounding land uses. The project site is currently in close proximity to schools, grocery stores, public transportation, and other community resources. Any alternative location for the proposed project would be unlikely to improve the range and proximity of the amenities available to the future residents of the development beyond what is currently available at the project site.

Development of the proposed project at an alternative site would likely result in similar impacts as the impacts analyzed under the proposed project; however, depending upon the characteristics of the alternative site, physical environmental impacts would potentially be greater. Alternative sites may be located on areas with greater biological resources, which would increase the severity of impacts, or in closer proximity to noise-generating uses, such as US 50. As discussed above, the proposed project would not result in any significant and adverse impacts to the environment that could not be mitigated.

Reduced Intensity Alternative

An apartment complex for low-income families and individuals could be developed on-site at a reduced density under a Reduced Intensity Alternative; however, a substantial reduction in the number of units and associated development density could result in conflicts with the existing zoning and General Plan land use designations for the project site. In addition, the proposed project would not be as economically feasible at a lower density due to the increased cost per unit.

Additionally, the current RHNA has identified the need for an additional 10,463 very-low-income and 6,306 low-income housing units within the City. As such, the City has established goals to encourage and facilitate the development of affordable housing units needed for low-income households. While the Reduced Intensity Alternative would help meet the need for the proposed project, it would be at a reduced capacity as compared to the proposed project, and may ultimately hinder the City's ability to achieve the affordable housing goals identified in the City's Housing Element.

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

Under the No Action Alternative, the project site would not be developed and, therefore, the site would remain unchanged. However, the No Action Alternative would hinder the City's ability to achieve their low-income housing goals. The City of Sacramento has identified a need for low-income housing, and the proposed project would help fulfill that need. Should the proposed project not be implemented, the site would remain developed with an operational restaurant and gym, and former car wash. Because the project site is designated Urban Center Low, it is likely that mixed-use development with high-density residential and retail uses would occur at the location in the future; however, future development on the site may or may not include affordable housing.

Summary of Findings and Conclusions:

The following areas of concern were evaluated and assigned an impact code 1, meaning potentially beneficial impacts are anticipated:

- Employment and Income Patterns.

The following areas of concern were evaluated and assigned an impact code 2, meaning no impact is anticipated:

- Conformance with Plans, Compatible Land Use and Zoning, Scale and Urban Design;
- Hazards and Nuisances including Site Safety and Noise;
- Demographic Character Changes, Displacement;
- Educational and Cultural Facilities;
- Environmental Justice;
- Commercial Facilities;
- Health Care and Social Services;
- Solid Waste Disposal, Recycling;
- Waste Water, Sanitary Sewers;
- Water Supply;
- Public Safety - Police, Fire and Emergency Medical;
- Parks, Open Space and Recreation;
- Transportation and Accessibility;
- Unique Natural Features, Water Resources;
- Climate Change Impacts; and
- Energy Efficiency.

The following areas of concern were evaluated and assigned an impact code 3, meaning the impacts require mitigation to ensure the proposed project would not have significant impacts:

- Soil Suitability, Slope, Erosion, Drainage, Storm Water Runoff; and
- Vegetation, Wildlife.

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.

***Mitigation Measure 1:** Prior to issuance of a demolition permit by the City for any on-site structures, the project applicant shall provide an Operations & Maintenance (O&M) Program, which complies with US EPA recommendations, in order to safely manage potential ACMs and LBP located at the subject property. In accordance with US EPA recommendations, the O&M Program shall include the following elements: training, occupant notification, ACM monitoring, job-site controls for work involving ACM, safe work practices, recordkeeping, and worker protection. The O&M Program shall be provided to the City Engineer for review and approval, and any additional recommendations shall be implemented.*

Mitigation Measure 2: During construction activities, a vapor barrier system shall be installed in order to mitigate the vapor intrusion concern (VOCs), subject to review and approval by the City Engineer. The vapor barrier shall be designed to mitigate VOCs and follow up sampling shall be required to evaluate the effectiveness of the mitigation efforts. If no longer in use, the on-site oil/water separators and associated features shall be decommissioned and removed in accordance with local regulatory guidelines. The City Engineer shall send proof of approval to the SHRA.

Mitigation Measure 3: In the Event that Tribal Cultural Resources are Discovered During Construction, Implement Procedures to Evaluate Tribal Cultural Resources and Implement Avoidance and Minimization Measures to Avoid Significant Impact.

If archaeological resources, or tribal cultural resources, are encountered in the project area during construction, the following performance standards shall be met prior to continuance of construction and associated activities that may result in damage to or destruction of tribal cultural resources:

- *Each resource will be evaluated for California Register of Historical Resources (CRHR) eligibility through application of established eligibility criteria (California Code of Regulations 15064.636), in consultation with consulting Native American Tribes.*

If a tribal cultural resource is determined to be eligible for listing on the CRHR, SHRA will avoid damaging effects to the resource in accordance with California PRC Section 21084.3, if feasible. If SHRA determines that the project may cause a significant impact to a tribal cultural resource, and measures are not otherwise identified in the consultation process, the following are examples of mitigation capable of avoiding or substantially lessening potential significant impacts to a tribal cultural resource or alternatives that would avoid significant impacts to the resource. These measures may be considered to avoid or minimize significant adverse impacts and constitute the standard by which an impact conclusion of less-than significant may be reached:

- *Avoid and preserve resources in place, including, but not limited to, planning construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.*
- *Treat the resource with culturally appropriate dignity taking into account the Tribal cultural values and meaning of the resource, including, but not limited to, the following:*
 - *Protect the cultural character and integrity of the resource.*
 - *Protect the traditional use of the resource.*
 - *Protect the confidentiality of the resource.*
 - *Establish permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or using the resources or places.*
 - *Rebury the resource in place.*
 - *Protect the resource.*

Avoidance and preservation in place is the preferred manner of mitigating impacts to tribal cultural resources and archaeological resources and will be accomplished, if feasible, by several alternative means, including:

- *Planning construction to avoid tribal cultural resources, archaeological sites and/or other resources; incorporating sites within parks, green-space or other open space; covering*

archaeological sites; deeding a site to a permanent conservation easement; or other preservation and protection methods agreeable to consulting parties and regulatory authorities with jurisdiction over the activity.

- Recommendations for avoidance of tribal cultural resources and Native American archaeological sites will be reviewed by SHRA representative, interested culturally affiliated Native American Tribes and other appropriate agencies, in light of factors such as costs, logistics, feasibility, design, technology and social, cultural and environmental considerations, and the extent to which avoidance is consistent with project objectives. Avoidance and design alternatives may include realignment within the project area to avoid cultural resources, modification of the design to eliminate or reduce impacts to cultural resources or modification or realignment to avoid highly significant features within a cultural resource.*
- Native American Representatives from interested culturally affiliated Native American Tribes will be allowed to review and comment on these analyses and shall have the opportunity to meet with the SHRA representative and its representatives who have technical expertise to identify and recommend feasible avoidance and design alternatives, so that appropriate and feasible avoidance and design alternatives can be identified.*
- If the discovered resource can be avoided, the construction contractor(s), will install protective fencing outside the site boundary, including a 100-foot buffer area, before construction restarts. The boundary of a tribal cultural resource or a Native American archaeological site will be determined in consultation with interested culturally affiliated Native American Tribes and such Tribes will be invited to monitor the installation of fencing. Use of temporary and permanent forms of protective fencing will be determined in consultation with Native American Representatives from interested culturally affiliated Native American Tribes.*
- The construction contractor(s) will maintain the protective fencing throughout construction to avoid the site during all remaining phases of construction. The area will be demarcated as an “Environmentally Sensitive Area”.*
- Native American Representatives from interested culturally affiliated Native American Tribes and the SHRA representative will also consult to develop measures for long term management of any discovered tribal cultural resources. Consultation will be limited to actions consistent with the jurisdiction of SHRA and taking into account ownership of the subject property. To the extent that the SHRA has jurisdiction, routine operation and maintenance within tribal cultural resources retaining tribal cultural integrity shall be consistent with the avoidance and minimization standards identified in this mitigation measure.*

To implement these avoidance and minimization standards, the following procedures shall be followed in the event of the discovery of a tribal cultural resource:

- If any tribal archaeological resources or Native American materials, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or Native American architectural remains or articulated or disarticulated human remains are discovered on the project site, work shall be suspended within 100 feet of the find (based on the apparent distribution of cultural resources), and the construction contractor shall immediately notify the project’s SHRA representative.*
- The SHRA shall coordinate the investigation of the find with a qualified (meeting the Secretary of the Interior’s Qualification Standards for Archaeology) archaeologist approved by the SHRA and with one or more interested culturally affiliated Native American Tribes that respond to the SHRA’s invitation, including the Wilton Rancheria. As part of the site investigation and resource assessment, the SHRA and the archaeologist shall consult with interested culturally affiliated Native American Tribes, including the Wilton Rancheria, to assess the significance of the find, make recommendations for further evaluation and treatment as necessary and provide proper*

management recommendations should potential impacts to the resources be determined by the SHRA to be significant. A written report detailing the site assessment, coordination activities, and management recommendations shall be provided to the SHRA representative by the qualified archaeologist. These recommendations will be documented in the project record. For any recommendations made by interested culturally affiliated Native American Tribes which are not implemented, a justification for why the recommendation was not followed will be provided in the project record.

- The SHRA shall consider management recommendations for tribal cultural resources, including Native American archaeological resources, that are deemed appropriate, including resource avoidance or, where avoidance is infeasible in light of project design or layout or is unnecessary to avoid significant effects, preservation in place or other measures. The contractor shall implement any measures deemed by the SHRA to be necessary and feasible to avoid or minimize significant impacts to the cultural resources. These measures may include inviting an interested culturally affiliated Native American Tribe to monitor ground-disturbing activities whenever work is occurring within 100 feet of the location of a discovered tribal cultural resource or Native American archaeological site.
- If an adverse impact to tribal cultural resources, including Native American archaeological resources, occurs then consultation with interested culturally affiliated Tribes regarding mitigation contained in the Public Resources Code sections 21084.3(a) and (b) and CEQA Guidelines section 15370 shall occur, in order to identify mitigation for the impact.

Mitigation Measure 4: Implement Procedures in the Event of the Inadvertent Discovery of Native American Human Remains.

If an inadvertent discovery of Native American human remains is made at any time during project-related construction activities or project planning, the SHRA will implement the procedures listed above. The following performance standards shall be met prior to implementing or continuing actions such as construction, that may result in damage to or destruction of human remains: In accordance with the California Health and Safety Code, if human remains are encountered during ground-disturbing activities, the project proponent shall immediately halt potentially damaging excavation in the area of the burial and notify SHRA Environmental Coordinator, the Sacramento County Coroner and a professional archaeologist to determine the nature of the remains. The Coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or State lands (California Health and Safety Code Section 7050.5[b]). If the Coroner determines that the remains are those of a Native American, he or she must contact the Native American Heritage Commission (NAHC) by phone within 24 hours of making that determination (California Health and Safety Code Section 7050[c]). After the Coroner's findings have been made, the archaeologist and the NAHC-designated Most Likely Descendant (MLD), in consultation with SHRA and the landowner, shall determine the ultimate treatment and disposition of the remains. The responsibilities of the SHRA for acting upon notification of a discovery of Native American human remains are identified in California PRC Section 5097.9 et seq.

If the human remains are of historic age and are determined to be not of Native American origin, the SHRA shall follow the provisions of the California Health and Safety Code Section 7000 (et seq.) regarding the disinterment and removal of non-Native American human remains.

Mitigation Measure 5: Once the depth of ground disturbance for the project site is identified, the applicant shall provide such information to Wilton Rancheria and Section 106 consultation with Wilton Rancheria shall continue. SHRA may require additional mitigation measures for the proposed project based on further consultation with Wilton Rancheria.

Mitigation Measure 6: Prior to the issuance of building permits, the final improvement plans for the proposed project shall include the following noise control measures, subject to review and approval by the City of Sacramento Community Development Department:

- *Glazing shall have a minimum sound transmission class (STC) rating of 33;*
- *Exterior finish shall be stucco with sheathing or cement fiber board with sheathing;*
- *Interior gypsum wallboards at exterior walls shall be 5/8-inch;*
- *Ceiling gypsum shall be 5/8-inch;*
- *Mechanical ventilation penetrations for exhaust fans shall not face toward Folsom Boulevard or the UPRR tracks;*
- *Where feasible, the vents shall be routed towards the opposite side of the building to minimize sound intrusion to sensitive areas of the buildings. Where vents must face toward Folsom Boulevard or the UPRR tracks, the duct work shall be increased in length and shall make as many “S” turns as feasible prior to exiting the dwelling. Flexible duct work is the preferred ducting for this noise mitigation. Where the vent exits the building, a spring-loaded flap with a gasket shall be installed to reduce sound entering the duct work when the vent is not in use;*
- *Mechanical ventilation shall be provided to allow occupants to keep doors and windows closed for acoustic isolation; and*
- *Packaged terminal air conditioners (PTACs) shall not be used.*

In lieu of the above noted 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 25 dBA.

Mitigation Measure 7: The project design shall comply with all recommendations included in the Geotechnical Investigation prepared for the proposed project by Raney Geotechnical, Inc. Compliance with such recommendations shall be demonstrated on all applicable improvement plans submitted for the project site. Improvement plans shall be submitted to the City Engineer for review and approval.

Mitigation Measure 8: During construction of the proposed project, the project applicant shall implement the following measures to avoid or minimize impacts to protected migratory bird species:

- *If any site disturbance or construction activity for any phase of development is scheduled to begin between February 1 and August 31, a qualified biologist shall conduct a preconstruction survey for active tree nests and ground nests from publicly accessible areas within 15 days prior to site disturbance for any phase of development. The survey area shall cover the construction site and a 300-foot radius surrounding the construction site. The preconstruction survey results shall be submitted to the City’s Community Development Department for review. If no nesting migratory birds are found, then further mitigation measures are not necessary.*
- *If an active nest of a MBTA bird, or other CDFW-protected bird is discovered that may be adversely affected by any site disturbance, or an injured or killed bird is found, the project applicant shall immediately:*
 - *Stop all work within a 300-foot radius of the discovery;*
 - *Notify the City’s Community Development Department; and*
 - *Not resume work within the 300-foot radius until authorized by the biologist.*
- *If an active nest of a MBTA bird, or other CDFW-protected bird, is discovered that may be adversely affected by any site disturbance, or an injured or killed bird is found, the biologist shall establish a minimum 300-foot Environmentally Sensitive Area around the nest. The Environmentally Sensitive Area may be reduced if the biologist determines that work may not occur*

within the Environmentally Sensitive Area until the biologist determines that the nest is no longer active.

The above measures shall be included in the notes on construction drawings subject to review and approval by the City's Community Development Department.

Law, Authority, or Factor	Monitoring Agency	Mitigation Measure
Contamination and Toxic Substances 24 CFR Part 50.3(i) & 58.5(i)(2)	City Engineer	Mitigation Measure 1, Mitigation Measure 2
Historic Preservation National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800	SHRA, County Coroner, NAHC SHRA	Mitigation Measure 3, Mitigation Measure 4 Mitigation Measure 5
Noise Abatement and Control Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B	City of Sacramento Community Development Department	Mitigation Measure 6
Soil Suitability / Slope / Erosion / Drainage / Storm Water Runoff	City Engineer	Mitigation Measure 7
Vegetation, Wildlife	City of Sacramento Community Development Department	Mitigation Measure 8

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: 8/10/23

Name/Title/Organization: Rod Stinson, Vice President, Raney Planning & Management, Inc.

Certifying Officer Signature: _____ Date: _____

Name/Title: La Shelle Dozier, Executive Director, Sacramento Housing and Redevelopment Agency

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).