



**U.S. Department of Housing and Urban  
Development**

451 Seventh Street, SW

Washington, DC 20410

[www.hud.gov](http://www.hud.gov)

[espanol.hud.gov](http://espanol.hud.gov)

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

## **Project Information**

**Project Name:** City of Isleton Main Street Rehabilitation and Streetscape Project

**Responsible Entity:** Sacramento Housing and Redevelopment Agency

**Grant Recipient** (if different than Responsible Entity):

**State/Local Identifier:** The proposed project is located on Main Street between E Street and H Street in the City of Isleton, Sacramento County, CA.

**Preparer:** Sacramento Housing and Redevelopment Agency

**Certifying Officer Name and Title:** LaShelle Dozier, Executive Director

**Grant Recipient** (if different than Responsible Entity):

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

**Direct Comments to:**

Eduardo Dominguez

Management Analyst - Environmental Analyst

Sacramento Housing and Redevelopment Agency

801 12th St., Sacramento, CA 95814

Email: [edominguez@shra.org](mailto:edominguez@shra.org) or Telephone: 916-440-1377

**Project Location:**

The project lies within the right-of-way of Main Street between E Street and H Street and totals approximately 1.40-acres in the City of Isleton.

The project is located in USGS Quadrangle 7.5" Isleton.

See Figure 1 and 2 at the end of the document.

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

The proposed project is the rehabilitation and upgrade of a 0.21-mile section of Main Street between E Street and H Street. The site is currently fully developed with a public roadway bordered by commercial buildings, historical landmarks, and a city park. The project would install 3 street roadway lights, 7 ADA-compliant benches, and 1 ADA Van Accessible Parking Space, and replace 10 existing planters with ADA-compliant planters. The site plan is included at the end of this document.

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

The purpose of the proposed project is to support the Isleton 2000 General Plan goals and policies. The General Plan's goal is to preserve historic districts by improving their physical character and economic attraction through expression in building design and rehabilitation, site planning, landscaping and street and open space improvements. Main street currently has limited ADA accessibility and little landscaping.

In addition, the project would support the 2022 Sacramento County Active Transportation Plan. The Plan goal is to improve the safety, health, and quality of life of residents by enhancing the safety, comfort, and practicality of walking, biking, and rolling for people of all ages and abilities. The Plan recognizes the importance of regional connectivity and has coordinated with neighboring jurisdictions to foster compatibility with other planning efforts and improve connectivity and access across the entire County (Sacramento County 2022). The improvements to the Main Street Corridor in Isleton are designed to improve safety and access for pedestrians and visitors with disabilities. The street roadway lights will improve safety in the Main Street Corridor and the safety of the pedestrian walkways.

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

The project site is approximately 1.4 acres within a built out historic district and would take place within the existing roadway and right of way. The project is located in the Isleton Asian-American District that encompasses a historic Chinatown and Japanese commercial district. Along the project site are commercial businesses and restaurants. Main Street is paved with asphalt with on street diagonal parking on the east side and parallel parking on the west side. Along the Main Street Corridor are sidewalks and scattered small planters and streetlights, and three street trees near the intersection with E Street.

The City of Isleton is an historic town located along the Sacramento River. The City provides many activities for visitors to participate in such as fishing, historic tours, farming, wine tasting and bike riding. Visitors to the City are expected to continue and increase with population increases in surrounding communities. The main transportation route connecting Isleton with the region includes State Route 160,

Terminus Road, State Route 12, Walnut Grove Road, and Twin Cities Road. State Route 160 is a levee highway along the Sacramento River that runs through the City, providing access to Rio Vista and other points to the west in Solano County (via State Route 12), to Antioch in Contra Costa County and to Walnut Grove and other communities to the north along the Sacramento River. Terminus Road connects the City with State Route 12; State Route 12 connects the Isleton area with Interstate 80 at Fairfield, with Interstate 5 north of Stockton and with State Route 99 at Lodi (City of Isleton 2020).

## **Funding Information**

<b>Grant Number</b>	<b>HUD Program</b>	<b>Funding Amount</b>
B-22-UC-06-0005	CDBG	\$100,000

### **Estimated Total HUD Funded Amount:**

\$100,000

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

\$100,000

## **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.

<b>Compliance Factors:</b> 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		
<b>Airport Hazards</b> 24 CFR Part 51 Subpart D	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	The proposed project is located approximately 5.2 miles away from the closest civilian airport (Rio Vista Municipal Airport) and is not within the overflight zone. The project is not within a Runway Protection Zone/ Clear Zone (RPZ/CZ) or Accident Potential Zone (APZ).  <div style="text-align: right;">Exhibit 2-A</div>

<b>Coastal Barrier Resources</b> Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	The proposed project is located 55 miles inland and is not within a coastal zone. California does not contain protected coastal barrier resources.  <div style="text-align: right;">Exhibit 2-B</div>
<b>Flood Insurance</b> Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 [42 USC 4001-4128 and 42 USC 5154a]	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	The project site is located within Zone AE (an area of Special Flood Hazard with base flood elevation of 9 feet) panel FEMA panel 06067C0561H, effective 8/16/2012. The proposed project involves construction to provide improvement to a historic downtown area by improving ADA accessibility, pedestrian safety and installing streetlights. No habitable structures will be constructed; therefore, the project does not require flood insurance.  <div style="text-align: right;">Exhibit 2-C</div>
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 & 58.5		
<b>Clean Air</b> Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	The proposed project involves construction of ADA accessibility improvements, landscaping, and streetlights. Based on the worksheet guidelines, since the project does not involve new construction or conversion of land use as indicated above, it can be assumed that its emissions are below de minimis levels, and the project is in compliance with the Clean Air Act.  <div style="text-align: right;">Exhibit 2-D</div>
<b>Coastal Zone Management</b> Coastal Zone Management Act, sections 307(c) & (d)	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	The proposed project is located just over 55 miles inland and is not within a coastal zone.  <div style="text-align: right;">Exhibit 2-E</div>
<b>Contamination and Toxic Substances</b> 24 CFR Part 50.3(i) & 58.5(i)(2)	Yes    No <input checked="" type="checkbox"/> <input type="checkbox"/>	A search of hazardous sites within the vicinity and on the project site was conducted on the State Water Resources Control Board (SWRCB) GeoTracker website and NEPA Assist. The SWRCB GeoTracker website revealed an open LUST case at the northeast of the intersection of E Street and Main Street. This Site is the location of a former commercial petroleum fueling and vehicle maintenance facility and is currently vacant. An unauthorized release was reported in October 1986 following the report of gasoline fumes encountered during a municipal excavation. An unknown number and size of USTs were removed from the Site in November 1986, and the excavated soil was returned to the UST pit as backfill. Since 2022, three groundwater monitoring wells have been installed and have been sampled twice. Free product

		<p>has not been measured in site wells. The NEPA Assist Report did not show a hazardous sites on or adjacent to the project site. The proposed project would not construct habitable improvements and would involve ADA and pedestrian safety improvements and the installation of three streetlights.</p> <p>However, given the potential for contaminants from the surrounding properties to have migrated to the project site, hazardous materials could be encountered during construction. In the unlikely event that hazardous materials are exposed on site, measures will be incorporated into the design plans to protect workers during construction. See mitigation measures.</p> <p style="text-align: right;">Exhibit 2-F</p>
<p><b>Endangered Species</b></p> <p>Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402</p>	<p>Yes    No</p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p>A review of special status species databases including the California Natural Diversity Database, United States Fish and Wildlife Service Information for Planning and Conservation Database, and the California Native Plant Society's Inventory of Rare and Endangered Plants of California was completed in order to identify special status species that may occur within the project area. The proposed project would not remove trees on site. The proposed project involves construction to provide improvement to a historic downtown area by improving ADA accessibility, pedestrian safety and installing streetlights. There is no natural vegetation or habitat in this completely built environment.</p> <p>No federally listed species were observed during the site visit on May 23, 2023.</p> <p style="text-align: right;">Exhibit 2-G</p>
<p><b>Explosive and Flammable Hazards</b></p> <p>24 CFR Part 51 Subpart C</p>	<p>Yes    No</p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p>The proposed project involves construction to provide streetscape improvements to a historic downtown area. There will be no new construction facilitating the increase of residential densities or conversions, therefore this requirement does not apply to this project.</p> <p style="text-align: right;">Exhibit 2-H</p>
<p><b>Farmlands Protection</b></p> <p>Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658</p>	<p>Yes    No</p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p>The proposed project site is in a fully developed area. According to the California Department of Conservation Division of Land resource Protection Farmland Mapping and Monitoring Program, the site is designated as urban built up land. Surrounding the site is land designated as Prime farmland and land designated as undeveloped. The</p>

		<p>project proposes to construct ADA improvements and streetlights within the right-of-way, and it would not involve activities that could convert agricultural land to a non-agricultural use. The map in Exhibit 2-I shows an overview of the project and the surrounding area.</p> <p style="text-align: right;">Exhibit 2-I</p>
<p><b>Floodplain Management</b></p> <p>Executive Order 11988, particularly section 2(a); 24 CFR Part 55</p>	<p>Yes    No</p> <p><input checked="" type="checkbox"/>    <input type="checkbox"/></p>	<p>The project site is located within Zone AE (an area of Special Flood Hazard with base flood elevation of 9 feet) panel FEMA panel 06067C0561H, effective 8/16/2012. An 8-Step Review process was completed, and the project will have no effect on the floodplain.</p> <p style="text-align: right;">Exhibit 2-J</p>
<p><b>Historic Preservation</b></p> <p>National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800</p>	<p>Yes    No</p> <p><input checked="" type="checkbox"/>    <input type="checkbox"/></p>	<p>A records search of the APE and a 100-meter buffer was requested from the North Central Information Center (NCIC) (Attachment 4). The records search indicated the APE is located within the Sacramento River Tribal Cultural Landscape (TCL) (P-34-005225) and the historic Isleton Asian-American District (P-34-002351). The Sacramento River TCL is identified by the Nisenan as Hoyo Sayo/Tah Sayo (United Auburn Indian Community of the Auburn Rancheria [UAIC]) and the Plains Miwok as Waka-ce/Waka-Ly (Wilton Rancheria). The TCL roughly encompasses the Lower Sacramento River environment. The Isleton Asian-American District encompasses a historic Chinatown and Japanese commercial district. Previously recorded cultural resources located adjacent to the APE include a historic water distribution system for Isleton (P-34-002110), the historic Sacramento River Levees (P-34-002143), and the historic Isleton Oriental School Site (P-34-002473).</p> <p>The project lies within a historic district and a Historical Evaluation was conducted for the project site and the surrounding APE. The evaluation determined that the project will not have an adverse effect on the historic resources, and it does not propose to change the character defining features of the historic resources. The project is consistent with Section 106 of the National Historic Preservation Act, the National Environmental Policy Act.</p> <p>A search of the Native American Heritage Commission (NAHC) Sacred Lands File was initiated for the project area on April 14, 2023; the search returned positive results. Pursuant to Section 106, consultation was initiated with known Native</p>

		<p>American Tribes in the region on May 30, 2023 based on the NAHC list, to solicit feedback regarding potential Native American resources within or in proximity to the project site. Follow up emails were made June 22, 2023. Wilton Rancheria has identified sensitive tribal resources in proximity to the project area and requested a tribal monitor be on-site during all ground disturbing activities. UAIC would like their mitigation measures on file for use in CEQA or Section 106 projects, which are incorporated as project avoidance measures. See mitigation measures.</p> <p>SHRA has determined that the proposed undertaking would have no adverse effect on a historic resource. SHPO concurrence was received 8/8/2023.</p> <p style="text-align: right;">Exhibit 2-K</p>
<b>Noise Abatement and Control</b> Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>The proposed project involves construction of ADA accessibility improvements, landscaping, and streetlights. The project does not involve new construction for residential use, nor will it rehabilitate an existing residential building.</p> <p style="text-align: right;">Exhibit 2-L</p>
<b>Sole Source Aquifers</b> Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>The sole source aquifer (SSA) authority would apply to the proposed project since there would be new construction; however, according to the Environmental Protection Agency (EPA) SSA interactive online map, the project location does not lie above a sole source aquifer.</p> <p style="text-align: right;">Exhibit 2-M</p>
<b>Wetlands Protection</b> Executive Order 11990, particularly sections 2 and 5	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>According to the National Wetlands Inventory (NWI) interactive online map, the proposed project location is not located on a wetland identified by the U.S. Fish and Wildlife Services. Within the vicinity of the project, there is a river and other wetland shown on the NWI approximately 0.04 miles to 0.18 miles away in the area surrounding the site. Between the wetland and the project site there are buildings and a road. The proposed project involves construction of ADA accessibility improvements, landscaping, and streetlights. Due to the distance between the project site and wetland areas, the proposed project would have no effect on wetlands within the vicinity.</p> <p style="text-align: right;">Exhibit 2-N</p>
<b>Wild and Scenic Rivers</b>		<p>The American River is approximately 29.3 miles north of the proposed project area and is a National</p>

Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Wild and Scenic River System (NWSRS) river. The project would have no effect on the American River based on the distance between the river and the proposed site.  <div style="text-align: right;">Exhibit 2-O</div>
ENVIRONMENTAL JUSTICE		
<b>Environmental Justice</b> Executive Order 12898	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	<p>The US EPA EJScreen is an on-line tool that evaluates a wide range of environmental and social factors.</p> <p>Environmental factors focus on air pollution, underground tanks, hazardous material sites, and building concerns such as lead paint. Social factors include income, skin color, language, education, and age (very young and seniors). The purpose of the tool is to identify communities that are subjected to high levels of pollution and prevent or mitigate development that may worsen health or economic outcomes.</p> <p>The project is in an area along the Sacramento River and is surrounded by farm areas and open water. Three EJScreen model runs were performed to estimate if the improvement project would disproportionately impact vulnerable populations. Reports for these model runs are included below. EJScreen model runs are typically performed for the project site and then at increasing distances in concentric circles. This allows for comparison between the project site and nearby areas. The model was updated in October 2022 to enhance capabilities in some US Territories and expand EJ metrics. The model now considers five factors (two previously) to calculate a “Demographic Index.” The factors considered are percent low-income, percent limited English-speaking, percent less than high school education, percent unemployed, and low life expectancy. (Source: <a href="https://www.epa.gov/newsreleases/epalaunches-updates-environmental-justice-mapping-tool-ejscreen">https://www.epa.gov/newsreleases/epalaunches-updates-environmental-justice-mapping-tool-ejscreen</a>) Accessed June 9, 2023.</p> <p>The Demographic Index is calculated for a linear oval encompassing the entire project. The values are expressed as a percentile of the state average for each distance is as follows:</p> <ul style="list-style-type: none"> <li>0.25 miles, with a population of about 235 people, the Demographic Index is in the 29 percentile,</li> </ul>



		<ul style="list-style-type: none"> <li>• 0.5 miles, with a population of about 455, the Demographic Index is 26, and</li> <li>• 1 mile, with a population of about 623, the Demographic Index is 26.</li> </ul> <p>There is about a 10% difference in the DI between the 0.25-mile radius and the 1-mile radius. This difference is likely the effect of a much larger cohort of people captured in the 1 mile sample. A 10% DI difference is not considered an environmental injustice for a public street safety upgrade project.</p> <p>The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on low-income, limited English speaking, less than high school education, unemployed, and low life expectancy populations with a single environmental indicator. The EPA recommends considering pollution scores for various metrics that are over the 80th state percentile. The entire area shows high scores for air pollution related factors such as PM 2.5, Air Cancer Risk, and Respiratory Hazard Index. The area also has high scores for land-based pollution, such as freeway proximity.</p> <p>The presence of underground storage tanks and hazardous waste storage is very common in many cities throughout the United States. These activities are closely regulated by state and federal agencies. No environmental injustice is present for this project.</p> <p style="text-align: right;">Exhibit 2-P</p>
--	--	--

**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
<b>LAND DEVELOPMENT</b>		
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design	2	The project site is located on an existing roadway and sidewalk in an area zoned as high density residential/commercial. The proposed project involves construction of ADA accessibility improvements, landscaping, and streetlights. The project is consistent with the City's requirements for the high-density zone and helps fulfill the goals of the General Plan.  Refs 2, 3
Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff	2	The project would be located on an existing paved area and sidewalk. Existing stormwater drainage and erosion control infrastructure would not be altered or damaged. The project would not result in additional impervious surfaces, and there would not be substantially greater runoff than under the existing conditions. The project construction must comply with City's erosion and sediment control ordinance and storm water management and discharge control ordinance per Sacramento City Zoning Ordinance.  Refs 2, 3
Hazards and Nuisances including Site Safety and Noise	2	The proposed project would have no effect on explosive and flammable hazards within the vicinity. Measures are in place to protect workers against hazards encountered during construction. The project will include site safety design and construction will comply with the City's noise ordinance.  Exhibit 2-F, 2-H, and 2-L
Energy Consumption	2	Electrical services is currently provided to the City by Pacific Gas & Electric (PG&E). Electricity would be provided to the streetlights. Once constructed the proposed project would not add to the service already established.  Refs 1, 2

Environmental Assessment Factor	Impact Code	Impact Evaluation
SOCIOECONOMIC		
Employment and Income Patterns	1	Temporary construction jobs would be generated during the pedestrian and street improvements.  Ref 1
Demographic Character Changes, Displacement	2	The project does not involve new construction for residential use, demolition or displacement, and will be constructed in the county right of way; therefore, there would be no change in character, nor would permanent residents or businesses in the vicinity be displaced.  Ref 1

Environmental Assessment Factor	Impact Code	Impact Evaluation
COMMUNITY FACILITIES AND SERVICES		
Educational and Cultural Facilities	2	The project proposes installing streetlights, ADA benches, handicap parking, and replace ADA access and round planters on Main Street. It would not result in population growth such that existing educational or cultural facilities would be affected or that new facilities would be required.  Ref 1
Commercial Facilities	1	The project proposes installing streetlights, ADA benches, handicap parking, and replace ADA access and round planters on Main Street. It would provide a benefit to local businesses by improving public accessibility and would improve safety for visitors and residents.  Ref 1
Health Care and Social Services	2	The project proposes installing streetlights, ADA benches, handicap parking, and replace ADA access and round planters on Main Street. It would not result in population growth such that existing health or social services would be affected or required to be expanded.  Ref 1
Solid Waste Disposal / Recycling	2	The project would generate minimal construction waste and removal of debris. Construction waste would be disposed of at the Sacramento County Landfill facility on Kiefer Road, which is the primary municipal solid waste disposal facility in Sacramento County. Once constructed the proposed project would not add to the service already established.  Refs 2,3

Waste Water / Sanitary Sewers	2	The proposed project is an infrastructure project that would have no effect on wastewater or sanitary sewers.  Refs 1, 2
Water Supply	2	The proposed project is an infrastructure project that would have no effect on water supplies.  Refs 1,2
Public Safety - Police, Fire and Emergency Medical	2	The project proposes to install roadway lights. ADA benches, handicap space, and replace ADA access and round planters on Main Street. Implementation of the project would not result in population increase or new land use development such that additional police, fire, or medical personal/services would be required.  Refs 1, 2
Parks, Open Space and Recreation	1	Isleton City Park and Gazebo is south adjacent to the project site. The William Ramous public Park and Recreation Area is located approximately 0.2 miles northwest of the project site. The proposed project is an infrastructure project and would not increase demand for services; enhancing pedestrian safety along Main Street will improve safe access to the park.  Ref 1
Transportation and Accessibility	1	Enhancing safety and walkability along Main Street will improve safe pedestrian access along this corridor.  Ref 1

Environmental Assessment Factor	Impact Code	Impact Evaluation
<b>NATURAL FEATURES</b>		
Unique Natural Features, Water Resources	2	The project is fully developed with a street, sidewalk, and limited landscape vegetation. No unique natural or water resources features are on the project site.  Exhibit 2-G, 2-N,2-O
Vegetation, Wildlife	2	The project is fully developed with a street, sidewalk, and landscape vegetation. No unique vegetation or wildlife features are on the project site. However, existing trees adjacent to the site could provide nesting habitat for birds protected under the Migratory Bird Treaty Act. The developer must incorporate the required avoidance measures into the design plans.  Exhibit 2-G
Other Factors	2	No other factors were analyzed.

CLIMATE AND ENERGY		
Climate Change Impacts	2	<p>The project on Main Street would improve lighting, access for mobility impaired people and add benches for pedestrians along the sidewalk. The project would enhance pedestrian safety and convenience through shortened crossing distance using bulb-outs.</p> <p>The project is in central Isleton, a historic community for people of Chinese and Japanese descent. The population within one mile of the project area is about 623 people.</p> <p>Climate change is a crucial factor to consider when planning for new infrastructure. Climate change is producing wider swings in the weather cycle. Climate change is already impacting California through warmer temperatures, tree loss due to drought and heat stress, reduced snowpack, and more destructive wildfires. The biggest impact may be to water resources, which are increasingly at risk. In a given year, a drought condition may exist, or there may be heavy flooding. The challenge is to plan for both and avoid undue risk. Infrastructure should be designed for an increase in heat waves. Currently, high heat is the primary cause of death from climate change, and this is expected to worsen.</p> <p>Riskfactor.com and other web-based tools provide community specific information about increased heat stress, flooding, drought, and other climate-related factors. According to Riskfactor.com, in the Sacramento area, a 3-day heat wave temperature is 102 degrees F or higher. In 1990 the likelihood of a 3-day heat wave in a given year was about 37%. This has increased to 66% in 2020, and by 2050 is forecast to be 95% in a given year. By 2050, Sacramento is expected to experience 16 days over 102, compared to about seven days now. Source: <a href="https://riskfactor.com/">https://riskfactor.com/</a>, accessed 1/23/2023.</p> <p>Isleton is primarily surrounded by farmland and open water, but it is within 20 miles of major metro areas such as Stockton, Sacramento, and Concord. Isleton is considered part of the Sacramento Delta area, and the Delta Stewardship Council completed a climate change vulnerability assessment in 2021. Four primary climate stressors were identified: 1.) Precipitation and Hydrologic Patterns, 2.) Air Temperature, 3.) Sea Level Rise, and 4.) Frequency of Extreme Events. Secondary climate stressors identified are: 5.) Wildfire, 6.) Wind and 7.) Fog. (Source: <a href="https://www.deltacouncil.ca.gov/delta-plan/climate-change">https://www.deltacouncil.ca.gov/delta-plan/climate-change</a>, Accessed June 9 2023.) The Delta Stewardship Council is currently developing an adaptation strategy, which will benefit the community of Isleton when it is implemented. The proposed project would reduce heat island effect through increased landscaping and increase safe pedestrian access.</p> <p style="text-align: right;">Ref 1</p>

Energy Efficiency	1	The project would result in a minor benefit by converting existing street lighting to LED which has a high energy efficiency.  Ref 1
-------------------	---	--

**Additional Studies Performed:**

1. Historic Environment Consultants. Cultural Resources Evaluation for City of Isleton Main Street Rehabilitation and Streetscape Project. July 5, 2023.

**Field Inspection** (Date and completed by):

1. Field Observation conducted by Catrina Vaz, NCE, May 23, 2023.

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

1. Unless otherwise noted, assessments based upon expertise and experience of Gail M. Ervin, Ph.D., NCE.
2. City of Isleton. 2000. Comprehensive General Plan. [Documents – Plan Isleton](#)
3. Sacramento County’s 2030 General Plan. 2011. Accessible at: [General Plan \(saccounty.net\)](#)
4. Sacramento County. 2022. Active Transportation Plan. Accessible at: <https://sacdot.saccounty.net/Documents/A to Z Folder/Active Transportation/Sac ATP Plan + Appendices. June Final.pdf>
5. City of Isleton. 2020. Draft Safety Element Existing Conditions Memorandum. <https://planisleton.com/>

**List of Permits Obtained:**

No permits were required for the proposed project.

**Public Outreach** [24 CFR 50.23 & 58.43]:

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

**Cumulative Impact Analysis** [24 CFR 58.32]:

The proposed project would install 3 street roadway lights, replace 10 round planters, install 6 ADA benches, improve ADA access and install 1 handicap space. The project is consistent with City zoning, General Plan, and the City’s goals for safe and walkable communities. Minor construction air emissions will be temporary and are below SMAQMD screening criteria, and thus less than cumulatively considerable. There are no sensitive habitats on the site; thus, the project will not result in a cumulative loss of biological resources. Minor noise levels will increase during construction of the project. Trees and landscaping will be installed, and vehicle trips should be reduced as a result of the project, therefore having a beneficial effect on greenhouse gas emissions and heat. Mitigation measures are incorporated to ensure no cumulative loss of cultural or tribal resources. The project would not displace existing uses in the corridor. Therefore, the proposed project will result in no cumulatively adverse effects on the human or natural environment.

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

Whereas pedestrian and traffic improvements related to existing conditions on the site are required in this location for safety and accessibility along this corridor, no alternative locations were identified. There are no sensitive biological or site specific cultural resources that would warrant alternative placement of light poles. There are no adverse effects on the human or physical environment associated with the preferred alternative.

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

The No Action Alternative would leave Main Street inaccessible for visitors with disabilities and would leave the area unsafe for pedestrians. There are no benefits to the physical or human environment by taking no federal action for this project. The City has determined the project is consistent with all City land use plans, policies, and regulations for the project area.

**Summary of Findings and Conclusions:**

The environmental assessment has determined that the streetscape and ADA improvements along Main Street would have no adverse effect on the human or physical environment. The project will improve safety along a corridor and enhance pedestrian access for people of all mobility abilities. The activities are consistent with adopted plans and policies, and the new lights will connect to existing electrical services that the City has determined are adequate to serve the addition of the new streetlights. The project would include measures to protect workers against hazards within the project area and noise from construction will comply with the City's noise ordinance. Avoidance measures are in place to address unanticipated discoveries of tribal cultural resources during ground disturbing activities. The project will therefore have a beneficial effect on the quality of the human environment and would have no adverse effect on the natural environment.

**Mitigation Measures and Conditions [40 CFR 1505.2(c)]**

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

Law, Authority, or Factor	Mitigation Measure
<b>Contamination and Toxic Substances</b>  24 CFR Part 50.3(i) & 58.5(i)(2)	<b>MM HAZ-1:</b> During construction, if the contractor encounters unknown wastes or suspect materials that he/she believes may be hazardous, the contractor will: <ol style="list-style-type: none"><li>1. Immediately stop work in the vicinity of the suspected contamination and direct all workers and the public away from the area;</li><li>2. Notify the city's Construction Manager and Project Manager from the City of Isleton;</li><li>3. Secure the area as directed by the city's Construction Manager and Project Manager; and</li></ol>

	4. Implement California Department of Toxic Substances Control (DTSC) protocols for hazardous waste contamination.
	<b>MM HAZ-2:</b> The contractor will develop and implement a Health and Safety Plan for construction workers to adhere to during construction of the project. The protocols will specify how to eliminate or reduce exposure to soils where contamination may be present. Prior to ground disturbing activities, the contractor will be required to document that workers are trained on the protocols and must provide a copy of the final Health and Safety Plan on the job site.
<b>Historic Preservation</b>  National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800	<b>MM-1: Cultural Resources Construction Monitoring.</b> During ground disturbing activities, a qualified Wilton Rancheria Tribal Cultural Monitor shall be continuously present onsite, and on-call during trenching activities, to observe disturbance areas. The qualified Monitor or contractor shall halt work in the immediate vicinity if artifacts, exotic rock, shell, or bone are uncovered during the construction. In the event such cultural resources are unearthed during ground disturbing activities, and the qualified Monitor is not in that location, the project operator shall cease all ground-disturbing activities within one hundred feet of the find and immediately contact the qualified Monitor. Work shall not resume until the potential resource can be evaluated by the qualified Monitor. The qualified Monitor shall be empowered to halt or redirect ground-disturbing activities away from the vicinity of the find until the qualified Monitor has evaluated the find, determined whether the find is culturally sensitive, and designed an appropriate short term and long-term treatment plan. The Monitor shall determine the significance of the finding. If determined to be significant the Monitor shall prepare a treatment plan in consultation with local experts, Native American Representatives, and SHRA.
	<b>MM-2: Unanticipated Discoveries.</b> The following mitigation measure is intended to address the evaluation and treatment of inadvertent/unanticipated discoveries of potential tribal cultural resources (TCRs), archaeological, or cultural resources during a project's ground disturbing activities.  If a suspected TCRs are discovered during ground disturbing construction activities, all work shall cease within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. A Tribal Representative from a California Native American tribe that is traditionally and culturally affiliated with a geographic area shall be immediately notified and shall determine if the find is a TCR (PRC §21074). The Tribal Representative will make



	<p>recommendations for further evaluation and treatment as necessary.</p> <p>When avoidance is infeasible, preservation in place is the preferred option for mitigation of TCRs under CEQA and UAIC and Wilton Rancheria protocols, and every effort shall be made to preserve the resources in place, including through project redesign, if feasible. Culturally appropriate treatment may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, or returning objects to a location within the project area where they will not be subject to future impacts. Permanent curation of TCRs will not take place unless approved in writing by UAIC or by the California Native American Tribe that is traditionally and culturally affiliated with the project area.</p> <p>The contractor shall implement a measures deemed by SHRA to be necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including, but not limited to, facilitating the appropriate tribal treatment of the find, as necessary. Treatment that preserves or restores the cultural character and integrity of a TCR may include Tribal Monitoring, culturally appropriate recovery of cultural objects, and reburial of cultural objects or cultural soil.</p> <p>Work at the discovery location cannot resume until all necessary investigation and evaluation of the discovery under the requirements of section 106 have been satisfied.</p>
	<p><b>MM-3: Post Review Discoveries of Tribal Resources:</b> The following measure is intended to address post review discoveries of cultural resources that may be of religious and cultural significance to the United Auburn Indian Community of the Auburn Rancheria (UAIC) and Wilton Rancheria.</p> <p>Cultural items include isolated artifacts, darkened soil (midden), shell fragments, faunal bone fragments, fire affected rock and clay, bedrock mortars, bowl mortars, hand stones and pestles, flaked stone, and articulated, or disarticulated human remains. In general, the UAIC and Wilton Rancheria does not consider archaeological data recovery or curation of artifacts to be appropriate or respectful. The types of treatment preferred by UAIC and Wilton Rancheria that protects, preserves, or restores the integrity of a cultural resource may include Tribal Monitoring, and recovery and reburial of cultural objects or cultural soil that is done with dignity and respect.</p> <p>Recommendations for the treatment of a cultural resource will be documented in the project record. For a recommendations made by traditionally and culturally affiliated Native American Tribes that are not implemented, a</p>

	<p>justification for why the recommendation was not followed will be provided in the project record.</p> <p>If potentially significant cultural resources are discovered during ground disturbing construction activities, all work shall cease within 100 feet of the find. A Native American Representative from traditionally and culturally affiliated Native American Tribes shall be contacted immediately to assess the significance and cultural value of the find and make recommendations for further evaluation and treatment, as necessary. A qualified cultural resources specialist (archaeologist) meeting the Secretary of Interior's Standards and Qualifications for Archaeology, may also assess the significance of the find in joint consultation with Native American Representatives to ensure that Tribal values are considered. Work shall remain suspended or slowed within 100 feet of the find until the resource is evaluated, which shall occur within one day, but no more than two days, of the find.</p> <p>The project applicant shall coordinate with a UAIC and Wilton Rancheria Tribal Representative a necessary investigation and evaluation of the discovery under the requirements of Section 106 of the National Historic Preservation Act. Preservation in place is the preferred alternative and every effort must be made to preserve the resources in place, including through project redesign. The contractor shall implement a measures deemed by the lead agency to be necessary and feasible to preserve in place, avoid, or minimize significant effects to the resources, including the use of a paid Native American Monitor whenever work is occurring within 100 feet of the find.</p> <p>If adverse impacts to a cultural resource or unique archeological resources occurs, then consultation with UAIC, Wilton Rancheria and other traditionally and culturally affiliated Native American Tribes regarding adverse effects shall occur, pursuant to 36 Code of Federal Regulations §800.5, Assessing Adverse Effects, and §800.6, Resolution of Adverse Effects.</p>
<b>Migratory Bird Treaty Act of 1918 (MBTA)</b>	<ul style="list-style-type: none"> <li>• The applicant shall conduct any tree removal activities required for project construction outside of the migratory bird breeding season (February 1 through August 31), including Swainson's hawk (March 1 through September 15). Therefore, trees should be removed between September 16 and January 31.</li> <li>• All trees slated for removal during the nesting season shall be surveyed by a qualified biologist no more than 48-hours before removal to ensure that no nesting birds are occupying the tree.</li> <li>• Depending on conditions specific to each nest, and the relative location and rate of construction activities, it may</li> </ul>

	<p>be feasible for construction to occur as planned without impacting the breeding season. In this case (to be determined on an individual basis), the nest(s) shall be monitored by a qualified biologist during excavation and other outdoor construction that involves the use of heavy equipment. If, in the professional opinion of the monitor, the construction activities associated with that part of construction activities would impact the nest, the monitor shall immediately inform the construction manager and the applicant shall notify the City's Planning Director. The construction manager shall stop construction activities that have the potential to adversely affect the nest until the nest is no longer active. Completion of the nesting cycle shall be determined by a qualified biologist. If construction begins outside of the migratory bird breeding season (February 1 through August 31) and Swainson's hawk (March 1 through September 15), then the applicant is permitted to continue construction activities through the breeding season.</p> <ul style="list-style-type: none"> <li>• If construction (including equipment staging and tree removal) will occur during the breeding season for migratory birds and raptors (between February 1 and August 31) and for Swainson's hawk (between March 1 and February 15), the City will retain a qualified biologist to conduct a preconstruction nesting bird and raptor survey before the onset of construction activities. The preconstruction nesting bird and raptor surveys should be conducted within 14 days prior to the commencement of construction activities between February 1 and September 15 (to encompass all birds and raptors including Swainson's hawk). Surveys for raptors' nests should extend 500 feet from the project site. Surveys for Swainson's Hawk should extend 0.25 miles from the project site. If no active nests are detected during the preconstruction survey, a letter report documenting the results of the preconstruction survey should be prepared and submitted to the City, and no additional mitigation is recommended so long as construction commences within 14 days of the preconstruction survey.</li> <li>• The 100-foot buffer shall be maintained around each active purple martin nest. No construction activities are permitted within this buffer.</li> <li>• For other migratory birds, a no-work buffer zone shall be established around the active nest in consultation with the California Department of Fish and Wildlife. The no-work buffer may vary depending on species and site-specific conditions as determined in consultation with the California Department of Fish and Wildlife.</li> </ul>
--	--

	<p>If other migratory birds or raptors are found to be nesting in or adjacent to the project site, a 500-foot no disturbance buffer should be established around an active Swainson's hawk nest, a 250-foot no-disturbance buffer should be established around other raptor nests (excluding Swainson's hawk), and a 50-foot buffer should be established around all other migratory bird nests (excluding purple martin) to avoid disturbance of the nest area and to avoid take. The buffer should be maintained around the nest area until the end of the breeding season or until a qualified biologist determines that the young have fledged and are foraging on their own unless the biologist determines that reduced buffer is acceptable. The extent of these reduced buffers would depend on the species identified, level of noise or construction disturbance, line of sight between the nest and the disturbance, ambient levels of noise and other disturbances, and other topographical or artificial barriers.</p>
--	---



**U.S. Department of Housing and Urban Development**

451 Seventh Street, SW

Washington, DC 20410

[www.hud.gov](http://www.hud.gov)

[espanol.hud.gov](http://espanol.hud.gov)

**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.

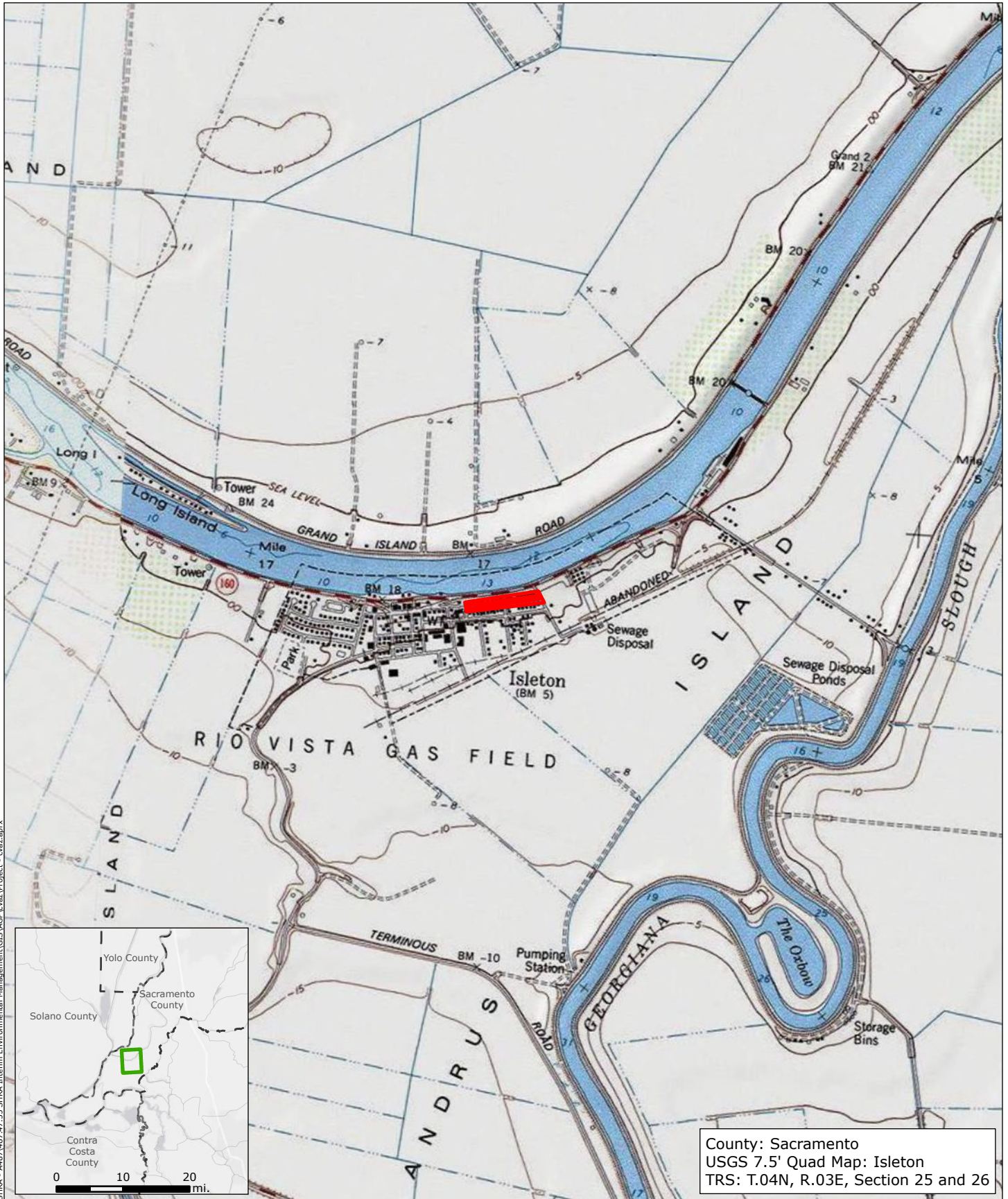
Preparer Signature: Gail M. Ervin Date: 8/24/23

Name/Title/Organization: Gail M. Ervin, Principal, NCE

Certifying Officer Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Name/Title: \_\_\_\_\_

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).



County: Sacramento  
 USGS 7.5' Quad Map: Isleton  
 TRS: T.04N, R.03E, Section 25 and 26

**Legend**  
 Project Area



Main Street Pedestrian Lighting Project  
 Sacramento County  
 Project Area Location Map

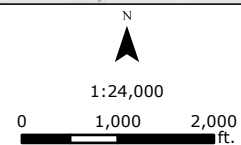


FIGURE  
**1**

SOURCE  
 ESRI USA Topographic Basemap

JOB NUMBER  
 487.47.55

DRAWN  
 cvaz

DATE  
 4/12/2023

REVISED  
 -

APPROVED  
 -





<div>Legend</div> <div><div></div>Project Area</div>	<div><div><div><div></div></div><div>NCE</div></div><div><div><div></div></div><div>SHRA</div></div><div>INVESTING IN COMMUNITIES</div></div>	<div>Main Street Pedestrian Lighting Project</div> <div>City of Isleton, Sacramento County</div> <div>Project Detail Map</div>			<div><div><div>N</div><div></div></div><div>1 in. = 120 ft.</div><div><div>0</div><div>60</div><div>120</div></div><div>ft.</div></div>	<div>FIGURE</div> <div>2</div>
<div>SOURCE</div> <div>ESRI Aerial Basemap</div>	<div>JOB NUMBER</div> <div>487.47.55</div>	<div>DRAWN</div> <div>cvaz</div>	<div>DATE</div> <div>4/12/2023</div>	<div>REVISED</div> <div>-</div>	<div>APPROVED</div> <div>-</div>	

Document Path: P:\Active Projects\SHRA - A487\487.47.55 SHRA Interim Environmental Management\GIS\AGP\cvaz\Project - cvaz.aprx



# Recommended Main Street Design



## Features shown:

- Reorientation of parking
- Bulb-out amenity spaces
- Street trees
- Parklets

### SHRA FUNDING



Street Lights



Bulb-out amenity spaces all intersections with ADA Accessibility



Planters with ADA compliance



Benches with ADA compliance



ADA Van Acc Parking Space



Existing ADA Parking Space Van Acc