



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

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

## **Project Information**

**Project Name:** 1212 Village Project

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

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

**State/Local Identifier:** The project is located at 1212 Del Paso Boulevard, City of Sacramento, California (APNs: 275-0123-026, -027, -003, -023, and -024).

**Preparer:** Sacramento Housing and Redevelopment Agency

**Certifying Officer Name and Title:** La Shelle Dozier, Executive Director

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

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

**Direct Comments to:**

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**Project Location:**

The project is approximately 1-acre and is located at 1212 Del Paso Boulevard, City of Sacramento, California (APNs: 275-0123-026, -027, -003, -023, and -024).

The project in USGS quadrangle is Sacramento East. See Figures 1 and 2 at the end of this document.

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

The proposed project would construct a total of 75 units composed of 9 studios units, 25 one-bedroom units with one bathroom, 21 two-bedroom units with one bathroom and 20 three-bedroom units with two bathrooms. One two-bedroom unit would be reserved for the onsite manager. All units would include closets in the bedrooms, central air conditioning and heating, and kitchens equipped with a refrigerator, stove and hood, sink, cabinets, dishwasher, and garbage disposal. The second, third, and fourth floors of the apartments would include laundry facilities on each floor.

The constructed 4-story, stick-frame building would have a ground level consisting of a mix of commercial and common space, including approximately 1,300 square feet of retail/community space, a manager's office, a lounge for residents, a conference room, a services office, a mail room, and a computer lab. The ground level would also feature a 38-space podium parking garage that would be accessed through the existing alley along Southgate Street. Additional parking would be available along Southgate Street and Del Paso Boulevard.

Outdoor amenities would feature a large open courtyard with a covered area containing a tot lot, bike parking, and benches for gatherings. The main entrance would be along Del Paso Boulevard that would activate the street by providing access to the retail and ground floor common areas. This entrance would also provide residents with direct access to the RT line and bicycle/walking access to various shopping and commercial activities along Del Paso Boulevard.

The local VOA affiliate, Volunteers of America Northern California Northern Nevada (VOA-NCNN), would serve as the property manager for 1212 Village. VOA-NCNN currently manages over 900 units of affordable housing in northern California and Reno, Nevada, including over 475 units in the Sacramento Metropolitan Area. VOA-NCNN also has extensive experience managing special needs projects and providing case management services. They have partnerships with SHRA, amongst other service providers, to manage multiple navigation centers, family shelters, permanent supportive housing sites, and rapid rehousing programs.

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

Affordable housing is described as the greatest challenge facing the City of Sacramento (City) and has been exacerbated by the pandemic and high inflation, as in many urban areas throughout California. Based on the 2022 Affordable Housing Needs Report, renters need to earn at least \$32.23 per hour—2.1 times the state minimum wage—to be able to afford the average monthly asking rent of \$1,676 (California Housing Partnership 2023).

The purpose of the project is to provide affordable and permanent supportive housing to low-income individuals and families in the City. The recommended actions for the development are consistent with City policies to prioritize affordable housing and maximize the use of all appropriate state, federal, local, and private funding for the development of housing affordable for extremely low-, very low-, and low-income households, while maintaining economic competitiveness in the region. The project would serve families and individuals with incomes less than 30% to 60% AMI. The units would be comprised of (19)

units serving renters at 30% AMI, (16) units serving renters at 40% AMI, (22) units serving renters at 50% and (17) units serving renters at 60% AMI. The project would set aside 25% of the total units as special needs units. All (19) of the 30% AMI units would be PBV units serving homeless individuals and families.

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

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

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

The project site is approximately 1 acre and is currently vacant with a chain link fence around the perimeter. Driveway access to the property is located on Del Paso Boulevard. The site is surrounded by commercial buildings to the north, east, and west, and residential homes to the south.

The area has good regional linkage via State Route 160, and Sacramento Regional Transit (RT) public transportation provides access to major medical centers and other shopping in the vicinity at less than 30-minute intervals. Approximately 0.2 miles north from the site are the bus stops for RT lines 13, 88, and 113, and the Globe Avenue Light Rail Station is approximately 0.2 miles west of the site.

Housing costs within the County of Sacramento (County) hit an all-time high in 2020 and have continued to increase in price. Similar to home values, rental costs have also increased significantly within the County. As noted above, the average monthly asking rent was \$1,676 is not affordable to extremely low-, very low-, and low-income households. The current standard of housing affordability indicates that households spending 30% or more of their gross income on housing are “cost burdened.” The impact of high housing costs disproportionately affects extremely low-, very low-, and low-income households (Sacramento County 2023) and this trend is anticipated to continue.

**Funding Information**

<b>Grant Number</b>	<b>HUD Program</b>	<b>Funding Amount</b>
	Project Based Vouchers	19 Vouchers

**Estimated Total HUD Funded Amount:**

\$2,042,160

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

\$60,041,560

**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
<b>STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6</b>		
<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 4.34 miles away from the closest civilian airport (Sacramento McClellan) 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).  Exhibit 2-A
<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 79 miles inland and is not within a coastal zone. California does not contain protected coastal barrier resources.  Exhibit 2-B
<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 X Area with reduced flood risk due to a levee, per FEMA panel 06067C0177J effective 6/16/2015. No flood insurance is required.  Exhibit 2-C
<b>STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 &amp; 58.5</b>		
<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 project lies within the Sacramento Metropolitan Air Quality Management District. This area is designated non-attainment for the federal ozone and particulate (PM10 and PM2.5) standards. Since this project is new construction, air district requirements apply.  The project is required to comply with Basic Emission Control Practices as shown in the SMAQMD guidance (attached). Additionally, some of the greenhouse gas construction measures recommended by the air district apply. These measures are provided in the attached document and should be applied as appropriate. There is some overlap between these recommended measures. Some recommendations, such as water use planning for dust control, achieve a variety of goals

		<p>simultaneously (e.g., reducing PM2.5 emission while conserving water).</p> <p><b>Construction Emissions</b></p> <p>CalEEMod is an air pollution model that estimates emissions based on specific project characteristics. A model run was developed for this project and appropriate mitigations selected. A model run summary is attached.</p> <p>Inputs to the model included the construction year, total expected duration, proposed equipment usage, and land use, which is considered “apartments mid-rise.” Other model inputs included building area, landscape area, and lot acreage. The project schedule and equipment usage inputs assumed construction takes one year. Average daily emissions were computed by dividing the total construction emissions by the number of workdays. Based on the CalEEMod results, the projects emissions fall well below thresholds of significance for construction and operational emissions.</p> <p><b>Federal de minimis</b></p> <p>The federal Clean Air Act of 1990 sets ambient air pollution standards for the nation. About 7,000 air pollution monitoring stations operate nationwide to determine compliance with the federal ambient air standards. Areas that have air pollution above the standards are required to adopt measures to reduce pollution from a variety of sources, including mobile, stationary and area (e.g. dust from an open pit mine). The US EPA has primary responsibility and authority to meet and maintain clean air standards.</p> <p>Each state that does not attain the standards must develop plans to achieve clean air. The EPA then reviews and approves the state implementation plans. In California, the Air Resources Board has this authority to create a clean air plan. California has 37 local air districts that each develop plans to attain and maintain clean air. The local district plans are then incorporated into the state plan that is approved by the EPA.</p> <p>Thus, the clean air plan developed by the Sacramento Metropolitan Air Quality Management District has been approved by the US EPA as part of the overall California plan. Part of this local clean air plan sets construction and operation standards that are</p>
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		<p>referenced in this document. No separate federal air pollution emission standards exist for this project.</p> <p>Exhibit 2-D</p>
<p><b>Coastal Zone Management</b></p> <p>Coastal Zone Management Act, sections 307(c) &amp; (d)</p>	<p>Yes    No</p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p>The proposed project is located 79 miles inland from the coast and is not within a coastal zone.</p> <p>Exhibit 2-E</p>
<p><b>Contamination and Toxic Substances</b></p> <p>24 CFR Part 50.3(i) &amp; 58.5(i)(2)</p>	<p>Yes    No</p> <p><input checked="" type="checkbox"/>    <input type="checkbox"/></p>	<p>A Phase I Environmental Site Assessment was conducted for the site. The Phase I identified a former Mobil Oil gas station that was located in the western portion of the 1212 Del Paso Boulevard site. The gas station was operated at 1212 Del Paso Boulevard from 1928 through 1952. A former auto sales and body shop business operated at this location from 1970 to 2005. In July 2007, three underground storage tanks (USTs), one former fuel dispenser-island, and product line piping associated with the former gas station were removed from the western portion of the Site under oversight by SCEMD. Between October of 2007 and December of 2015, at least 18 soil borings were advanced, and 14 groundwater monitoring wells were constructed and installed at the former gas station as part of a subsurface soil and groundwater investigation for the Former Noble Auto Sales Leaking Underground Storage Tank (LUST) Site (Geotracker Global ID T0606739309). According to information provided in a facility summary on the State Water Resources Control Board (SWRCB) GeoTracker website, Post Closure Site Management Requirements state that contaminated soils may not be excavated without agency review and approval, and the SWRCB must be notified before a change in land use, development, and subsurface work. However, according to a SCEMD letter dated March 8, 2017, the facility received no further action status in regard to the petroleum release. Therefore, the Phase I noted on-site concerns with petroleum hydrocarbons in soil and groundwater and recommended that the Soil Management Plan and Revised Soil Vapor Mitigation Plan should be provided to contractors and followed during future development activities.</p> <p>A Soil Vapor Mitigation Plan was developed for the proposed project site and found that shallow groundwater beneath the site containing low concentrations of 1,2-DCA has the potential to volatilize into subsurface soil and migrate as soil vapor into indoor air, which could be a potential threat to human health. The project development will</p>

		<p>install an appropriately designed soil vapor barrier as an engineering control to impede the migration of soil vapor into indoor air inside the proposed buildings. This mitigation measure will provide a suitable level of protection to future site residents by eliminating potential inhalation pathways from exposure to indoor air.</p> <p>Vapor barriers have proven highly effective for applications such as moisture, radon, and volatile organic compounds (VOC) controls for reducing toxicity and eliminating potential exposure to building occupants. A soil vapor barrier can be installed during building construction activities.</p> <p>Interior floor slabs of the proposed buildings will be underlain by a free-draining crushed rock/gravel layer, which serves as a deterrent to migration of capillary moisture. Additional moisture protection and soil vapor intrusion to indoor air will be provided by placing a moisture/soil vapor membrane directly over the crushed rock/gravel. The proposed mitigation measures will adequately prevent the migration of 1,2-DCA in soil vapor from migrating into indoor air inside future buildings.</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 Consultation 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. No federally listed species were observed during the site visit on December 4, 2023.</p> <p>There is only some weedy vegetation and gravel dirt within the vacant lot. The project would construct a 4-story, stick-framed building with the ground level consisting of a mix of commercial and common space, a large open courtyard, and podium parking.</p> <p>Based on the results of this review, its location within an urbanized area, and the site visit, no habitat for special status species is present within or adjacent to the project area.</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>Based on aerial imagery and the site visit, land uses within 1 mile are residential with supporting commercial uses. The site is located within 1 mile of</p>

		<p>an existing aboveground storage containers for explosive or flammable fuels or chemicals. There is an above ground storage tank at a Chevron approximately 0.9 miles northeast. The propane tank is less than 1,000 gallons (cylinder has approximately 2' radius and 10' length; volume of a cylinder is <math>\pi \times (\text{radius squared}) \times \text{height} = \pi \times 2^2 \times 10 \approx 125.66</math> cubic feet (cu ft). At 7.48 gallons per cu ft, 125.66 cu ft <math>\times</math> 7.48 gallons/cu ft is approximately 940 gallons). Containers of liquified petroleum gas (LPG) or propane with a water volume capacity of 1,000 gallons or less that meet the requirements of the 2017 or later version of National Fire Protection Association (NFPA) Code 58 are exempt from this requirement. Therefore, since the tank is less than 1,000 gallons it would have no effect on the proposed project.</p> <p>The California Environmental Protection Agency (CalEPA) Regulated Site Portal was also used to determine if there were any facilities with ASTs within a 1-mile radius of the site. There were no sites found within a 1-mile radius of the project area with ASTs.</p> <p>In addition, no ASTs were identified in the Phase I Environmental Site Assessment.</p> <p style="text-align: right;">Exhibit 2-H</p>
<b>Farmlands Protection</b>  Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	<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 does not meet the definition of prime or unique farmlands and is not of statewide or local significance. There is no farmland within 0.5 miles of the project.</p> <p style="text-align: right;">Exhibit 2-I</p>
<b>Floodplain Management</b>  Executive Order 11988, particularly section 2(a); 24 CFR Part 55	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>The project site is located within Zone X Area with reduced flood risk due to a levee, per FEMA panel 06067C0177J effective 6/16/2015.</p> <p style="text-align: right;">Exhibit 2-J</p>
<b>Historic Preservation</b>  National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800	Yes    No <input checked="" type="checkbox"/> <input type="checkbox"/>	<p>A records search of the project area and a 100-meter buffer was requested from the North Central Information Center. The records search results did not identify historic or prehistoric cultural resources recorded in the APE but five historic resources have been previously recorded within 75 meters of the APE. These resources within the indirect APE include Renaissance Square and an auto parts</p>



		<p>building. Records indicate the resources have previously been considered not eligible for inclusion in the National Register of historic Places or California Register of Historical Resources. Presently, no prehistoric cultural resources have been formally recorded within or adjacent to the APE.</p> <p>Whereas the area surrounding the project site within the indirect APE is older than 50 years, a Historical Evaluation was conducted for the project site and the surrounding APE. The surrounding buildings were evaluated to see if they qualified for eligibility under National Register of Historic Places/California Register of Historic Resources (NRHP/CRHR) Criteria C/3. No recorded historic resources were found within the indirect APE. The buildings located on Del Paso Blvd. (1201, 1217 and 1309) have the potential to be designated as historic resources; however, the project would have no adverse effect on them. They sit across a wide boulevard with four lanes of traffic, trolley track, a landscaped center divide and street trees planted in the sidewalks. The distance and foliage soften any potential impact considerably. Therefore, the project would have no adverse effect on any historic resources eligible under NRHP/CRHR Criteria C/3, nor do they appear to be eligible under City Landmark Criteria.</p> <p>A search of the Native American Heritage Commission (NAHC) Sacred Lands File was initiated for the project area on November 9, 2023; the search returned back positive. Pursuant to Section 106, consultation to solicit feedback regarding potential Native American resources within or in proximity to the project site was initiated with known Native American Tribes in the region on November 16, 2023, based on a recent nearby project NAHC list, and on December 4, 2023, based on the project NAHC list. Follow up emails were made December 4, 2023. Wilton Rancheria and Shingle Springs requested more information about the project. Wilton Rancheria has responded that there is a potential resource near the site and requested a tribal cultural monitor be present onsite during ground disturbance. The United Auburn Indian Community of the Auburn Rancheria (UAIC) and Wilton Rancheria Tribe have requested that a post review discoveries avoidance measure be incorporated into the project design plans. In addition, Wilton has requested to conduct a Worker Environmental Awareness Program (WEAP) at the start of construction to the crew.</p>
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<p><b>Noise Abatement and Control</b></p> <p>Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B</p>	<p>Yes    No</p> <p><input checked="" type="checkbox"/>    <input type="checkbox"/></p>	<p>Noise levels in the project area are defined primarily by traffic along Del Paso Boulevard. The average day/night sound levels are 73 dBA, which falls into the unacceptable range, according to HUD Noise Standards. A noise study concluded that an exterior-to-interior noise level reduction of 30 dBA would be required to meet HUD standards.</p> <p>To achieve a noise level reduction of 30 dBA, certain design elements should be incorporated into the project. The specific design elements only apply to the residential building side facing Del Paso Boulevard. The noise control measures outlined in the exhibit shall be incorporated into designs to the satisfaction of SHRA before construction begins on the proposed project located adjacent to Del Paso Boulevard.</p> <p>Exhibit 2-L</p>
<p><b>Sole Source Aquifers</b></p> <p>Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149</p>	<p>Yes    No</p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p>According to the Environmental Protection Agency (EPA) Sole Source Aquifer (SSA) interactive online map, the project location does not lie above a sole source aquifer. Therefore, the Safe Drinking Water Act does not apply.</p> <p>Exhibit 2-M</p>
<p><b>Wetlands Protection</b></p> <p>Executive Order 11990, particularly sections 2 and 5</p>	<p>Yes    No</p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<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 Service. There are no wetlands identified within the vicinity of the proposed project site.</p> <p>Exhibit 2-N</p>
<p><b>Wild and Scenic Rivers</b></p> <p>Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)</p>	<p>Yes    No</p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p>The proposed project would be constructed in a commercial area that is surrounded by a mix of residential, commercial uses and State Route 160. The closest listed wild and scenic river near the project area is the American River approximately 1 mile to the southwest. The area between the American River and the project site is fully developed.</p> <p>Exhibit 2-O</p>

ENVIRONMENTAL JUSTICE		
<b>Environmental Justice</b>  Executive Order 12898	Yes    No <input checked="" type="checkbox"/> <input type="checkbox"/>	<p>The proposed project is to develop 75 apartment units in a 4-story high building. The project site is a vacant lot in a developed part of Sacramento. The site is about 500 feet southeast of the American River Parkway.</p> <p>The US EPA EJScreen is an online tool that evaluates a wide range of environmental and social factors. Environmental factors focus on air pollution, underground tanks and hazardous material sites, and building concerns such as lead paint. Social factors include income, skin color, language, education, and age (very young and seniors). The purpose of the tool is to identify communities that are subjected to high levels of pollution and prevent or mitigate development that may worsen health or economic outcomes. This evaluation examines if the project site is similar or dissimilar to adjacent areas.</p> <p>Major air pollution sources include traffic on the North Sacramento Freeway, which is about ¼ mile south. Interstate I-5, which also carries very heavy traffic volumes, is about 2.3 miles west. Interstate 80, which also carries very heavy traffic volumes, is about 2.5 miles north. Arden Way, which is used by over 20,000 cars per day, is a major street about 800 feet north of the project site. Housing is sorely needed in the Sacramento region; therefore, the EJ Screen tool compared this site to other housing sites opportunities within a one-mile radius.</p> <p>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 V2.2 EJ Screen model used for this analysis was updated on September 6, 2023. V2.2 data presentation was clarified and made more attractive. 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. The calculation for the Supplemental index and EJ score is: EJ &amp; Supplemental Index = Environmental Indicator Percentile for Block Group X Demographic Index for Block Group. (Source: <a href="https://www.epa.gov/ejscreen/ejscreen-change-log">https://www.epa.gov/ejscreen/ejscreen-change-log</a> accessed 9/14/2023.)</p>

		<p>The Demographic Index is calculated for a circle with the project as the center point. The values are expressed as a percentile of the state average for each distance. The changes in the Demographic Index as one makes a larger circle may occur because a wider variety of people are captured from the census data. For this site, all three circles are below the DI concern level of 75%, and they are within about 30% of each other.</p> <p>EPA recommends considering pollution scores for various metrics that are over the 80th state percentile. The entire area shows similar scores for 7 indices. There is only a small difference between the one-quarter mile study circle and the surrounding areas. Essentially, the population of the entire area near the project is exposed to similar environmental risks.</p> <p>The EJScreen shows similar levels of exposure for all risk factors above the 80% percentile, there is no disproportionate risk for residents of the new project compared to building apartments nearby. The Demographic Index for all three populations (circles) is within 30% of each other, with the 1-mile DI being the highest. The primary cause of the difference in DI scores is poverty. For the ¼ and ½ mile circles, the low-income rate averages 37%. This jumps up to 51% at the 1-mile radius. While the larger area shows more poverty, SHRA sees no disproportionate impact from building the project at this site than another site farther away.</p> <p>However, because the EJScreen shows high ambient levels of PM2.5 and diesel particulate matter, it is recommended that the project use enhanced air filtrations for the Project HVAC systems. Enhanced HEPA filtration can provide 60% to 90% improved indoor air quality. People typically spend about 22.5 hours per day indoors, and enhanced air filtration will provide residents with a substantial long-term health benefit. US EPA recommends air filtration at MERV 13 or better.</p> <p style="text-align: right;">Exhibit 2-P</p>
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**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 proposed project is zoned as C2-General Commercial. The project would construct affordable multi-family housing for low-income families and individuals. The use is consistent with the City's zoning and the general plan.  Ref 2
Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff	2	The topography is relatively flat throughout the site. The project construction must comply with City's erosion and sediment control ordinance and storm water management and discharge control ordinance per the City of Sacramento Zoning Ordinance.  Ref 2
Hazards and Nuisances including Site Safety and Noise	3	A Phase I ESA noted on-site concerns with petroleum hydrocarbons in soil and groundwater and recommended that the Soil Management Plan and Revised Soil Vapor Mitigation Plan should be provided to contractors and followed during future development activities.  The project area has a baseline noise measurement of 73 dBA primarily due to roadway traffic. To achieve a noise level reduction of 30 dBA, the project would incorporate certain design elements to reduce noise impacts.  Exhibit 2-F, 2-L

Environmental Assessment Factor	Impact Code	Impact Evaluation
<b>SOCIOECONOMIC</b>		
Employment and Income Patterns	1	Temporary construction jobs will be generated during construction of the project, and a permanent full-time manager will be hired on the site.  Ref 1

Demographic Character Changes, Displacement	2	The project will provide 75 new family units for low-income families and individuals. This use is consistent with the land use designations. Once constructed, the project would turn the area into a mixed-use area, near a major transit line consistent with the City's travel-oriented development goals. The site is vacant; therefore, no families, individuals or businesses will be displaced during construction.  Ref 1
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Environmental Assessment Factor	Impact Code	Impact Evaluation
<b>COMMUNITY FACILITIES AND SERVICES</b>		
Educational and Cultural Facilities	2	The Twin Rivers Unified School District serves the project site; the site is served by Woodlake Elementary School, Rio Tierra Jr High School, and Grant High School. The district ensures adequate school capacity to serve all children through development impact fees.  Refs 2 and 5
Commercial Facilities	2	The project is near Stoney's Rockin Rodeo Grill, Five Star fades, Del Paso Auto Dismantlers, the Rink Studio, and various commercial businesses are in the vicinity. Additional commercial facilities are accessible through public transit.  Ref 1
Health Care and Social Services	2	The Woodland Memorial Hospital is approximately 3.3 miles southwest and is a full-service medical center.  Ref 1
Solid Waste Disposal / Recycling	2	Project construction would generate construction waste and removal of debris, and the proposed residential uses would generate mixed waste and would be managed by the City. Construction waste would be disposed of at the Sacramento County Landfill facility on Kiefer Road, which is the primary municipal solid waste disposal facility in Sacramento County. Residential waste will be transferred by franchised haulers authorized by the Sacramento Solid Waste Disposal Company to collect commercial garbage and commingled recycling within the City.  Ref 2
Waste Water / Sanitary Sewers	2	Wastewater is conveyed through the Sacramento Area Sewer District sewer pipelines to the Sacramento Regional Wastewater Treatment Plant (SRWTP). As of 2010, the SRWTP system received 151 million gallons per day (mgd) with a maximum capacity of 181 mgd. The SWRWTP has determined it has enough long-term capacity for general plan buildout within the region due to increased water conservation efficiencies and requirements, and a continuing reduction in per capita wastewater demand.  Ref 2

Water Supply	2	Water would be provided to the project site by the City of Sacramento Department of Utilities. The City has sufficient water rights and supply to meet General Plan Buildout. Ref 4
Public Safety - Police, Fire and Emergency Medical	2	Police: The Sacramento Police Department would provide police protection services to the project site. The Sacramento Police Department is located approximately 2.9 miles southwest of the site. Project construction and occupancy of 75 residential units on an infill parcel would have a negligible effect on current service demand and is anticipated in planned residential growth. Fire: Sacramento Metropolitan Fire Department. The closest station to the project site is Fire Station 20, located approximately 1.1 miles northeast from the project site. Project construction and occupancy of 75 residential units on an infill parcel would have a minor effect on current service demand and is anticipated in planned residential growth. Emergency Medical Services: Sacramento Metropolitan Fire District. All SFD Engine and Truck Companies are utilized as EMS first responders and staffed with Firefighter-EMTs and/or Firefighter-Paramedics. Project construction and occupancy of 75 residential units on an infill parcel would have a minor effect on current service demand and is anticipated in planned residential growth. Ref 2
Parks, Open Space and Recreation	2	Woodlake Park is approximately 0.33 miles east of the site. In addition, Redwood Park and Jack Rea Park are approximately 0.6 miles north of the project site. Although the project could increase the demand for services, the increase is minor and can be accommodated at the existing parks. Refs 1 and 2
Transportation and Accessibility	2	Sacramento Regional Transit Systems (RT) provides service to the project area via Bus Routes 13, 88, and 113 and Light Rail, which provides access to major medical centers and other shopping in the area at 30-minute intervals. Ref 4

Environmental Assessment Factor	Impact Code	Impact Evaluation
<b>NATURALFEATUES</b>		
Unique Natural Features, Water Resources	2	The site is a vacant lot surrounded by a chain link fence. No unique natural or water resources features are on the project site. Exhibits 2-G, 2-N

Vegetation, Wildlife	2	The site is fully developed. No unique vegetation or wildlife features are on the project site.  Exhibit 2-G
Other Factors	2	No other factors were analyzed.

Environmental Assessment Factor	Impact Code	Impact Evaluation
<b>CLIMATE AND ENERGY</b>		
Climate Change Impacts	2	<p>A variety of tools are available to evaluate probable future climate change impacts. The US Climate Resistance Tool Kit is a free online model developed cooperatively by a number of government agencies. The tool was used to evaluate likely future climate changes in Sacramento County. The tool looks at five key factors, with results summarized below:</p> <ul style="list-style-type: none"> <li>• Extreme Temperature (days over 100 def F) may almost triple to 20 days annually within the next fifty years. This is considered relatively low by national standards.</li> <li>• Wildfire risk in the City of Sacramento is nil. However, smoke from fires in the adjacent mountains may negatively impact air quality. By national standards, this risk is moderate.</li> <li>• Drought presents a substantial risk and is considered very high by national standards.</li> <li>• Flood risk is relatively moderate by national standards.</li> <li>• Coastal Inundation risk is nil.</li> </ul> <p>Exhibit 2-Q</p>
Energy Efficiency	2	<p>The proposed project is an infill residential development project on a vacant parcel, consistent with sustainability goals for the State and the City. The project would ensure that all exterior and interior lighting would be LED, which have high energy efficiency. The project is designed to meet the California Building Energy Efficiency Standards (Energy Code), Part 6 of Title 24 that includes energy conservation measures.</p> <p>Ref 2</p>

**Additional Studies Performed:**

1. Saxelby Acoustics. 2023. 1212 Village Housing Project.\*

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

Field observation performed by Carlos Yanez, NCE; December 4, 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 Sacramento. 2015. *2035 General Plan*. <http://www.cityofsacramento.org/Community-Development/Resources/Online-Library/2035--General-Plan>
3. Sacramento County. 2023. *Affordable Housing Needs Report*. [Sacramento-County\\_Housing-Report\\_2023-1.pdf \(sachousingalliance.org\)](https://sachousingalliance.org/Sacramento-County_Housing-Report_2023-1.pdf)
4. Sacramento Regional Transit. 2018. *Systems Map*. [SacRT Image Map B1](#)
5. Twin Rivers Unified School District. 2023. *Development Impact Fees*. [Twin Rivers - Development Impact Fees \(trusd.net\)](#)

### **List of Permits Obtained:**

An occupancy permit issued by the City of Sacramento would be required.

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

A Finding of No Significant Impact and a Notice of Intent to Request Release of Funds (FONSI/NOIRROF) would be published in a paper of general circulation 15 days before the RROF would be submitted to HUD to allow public comment on the project. The public would 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 is the construction of 75 new affordable housing units for low-income individuals and their families in the City of Sacramento. Currently, the site is vacant with weedy vegetation and dirt. The project is consistent with City zoning and general plan policies. Construction air emissions would be temporary and below SMAQMD thresholds, as would be operational emissions, which SMAQMD has determined results in a less than cumulatively significant effect. The project contains standard uncovered parking lots and is within walking distance of bus services. The project is an infill location that lies within a high-quality transit corridor and is within the boundaries of a Metropolitan Planning Organization (Sacramento Area Council of Governments) and is consistent with plans and policies. Del Paso Boulevard is adjacent to the site and provides a high-quality transit corridor with fixed route bus service, and a light rail station is approximately 0.2 miles west of the site. Therefore, operational impacts related to traffic and air quality are cumulatively less than significant. There are no sensitive habitats on the site; thus, the project will not result in a cumulative loss of biological resources. Noise levels for the project area exceed federal standards, but effects on new residents will be mitigated by incorporating specific design elements to mitigate noise levels to HUD standards on the facades facing Del Paso Boulevard. The project does not displace existing uses and provides infill affordable housing within the City, thereby reducing cumulative VMT. Therefore, the proposed project will result in no cumulatively significant effects on the human or natural environment.

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

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

There are no adverse effects on the human or physical environment associated with the preferred alternative, and there are benefits to the human environment by constructing affordable units on the vacant infill parcel, thus there are no alternatives that would better meet the project purpose and need.

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

The No Action Alternative would leave the parcel vacant with no funding for affordable multifamily housing. All potential adverse effects can be mitigated, therefore there are no benefits to the physical or human environment by taking no federal action for this project.

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

### **Summary of Findings and Conclusions:**

The environmental assessment has determined that the construction of the 1212 Village Project would have no adverse effect on the human or physical environment. The project would construct 75 new affordable housing units for low-income individuals and their families. The activities are consistent with adopted plans and policies, and the new development would connect to existing municipal services that the City has determined are adequate to serve infill development. The surrounding vicinity has transit access to a full range of commercial, medical, emergency, social and recreational services to serve the future residents. Ambient noise levels will be mitigated during construction and design. Measures are in place to address unanticipated discoveries of cultural resources during ground moving activities. The project will therefore have a beneficial effect on the quality of the human environment and no adverse effect on the natural environment.

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

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

Law, Authority, or Factor	Mitigation Measure
<b>Historic Preservation</b>  National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800	<b>MM CUL-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 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

	<p>find until the qualified Monitor has evaluated the find, determined whether the find is culturally sensitive, and designed an appropriate short-term and long-term treatment plan. The Monitor shall determine the significance of the finding. If determined to be significant the Monitor shall prepare a treatment plan in consultation with local experts, Native American Representatives, and the City Planning &amp; Development Services Department.</p>
	<p><b>MM CUL-2: Inadvertent Discoveries</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 does not consider archaeological data recovery or curation of artifacts to be appropriate or respectful. The types of treatment preferred by UAIC and Wilton that protect, preserve, or restore 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. Recommendations of the treatment of a cultural resource will be documented in the project record. For any recommendations made by traditionally and culturally affiliated Native American Tribes that are not implemented, a 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 Tribal Representative any necessary investigation and evaluation of the discovery under the requirements of Section</p>

	<p>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 any 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.</p>
	<p><b>MM CUL-3: Cultural Awareness Training:</b> A consultant and construction worker tribal cultural resources awareness brochure and training program for all personnel involved in project implementation shall be developed in coordination with interested Native American Tribes. The brochure would be distributed, and the training would be conducted in coordination with qualified cultural resources specialists and Native American Representatives and Monitors from culturally affiliated Native American Tribes before any stages of project implementation and construction activities begin on the project site. The program would include relevant information regarding sensitive tribal cultural resources, including applicable regulations, protocols for avoidance, and consequences of violating State laws and regulations. The worker cultural resources awareness program would also describe appropriate avoidance and minimization measures for resources that have the potential to be located on the project site and would outline what to do and whom to contact if any potential archaeological resources or artifacts are encountered. The program would also underscore the requirement for confidentiality and culturally appropriate treatment of any find of significance to Native Americans and behaviors, consistent with Native American Tribal values.</p>
<p><b>Contamination and Toxic Substances</b></p> <p>24 CFR Part 50.3(i) &amp; 58.5(i)(2)</p>	<p>The specifications for the below-slab vapor retarder (barrier membrane) are the responsibility of the Architect. This SVMP summarizes a typical soil vapor barrier that will be installed beneath the future structures. The soil vapor barrier will meet or exceed the minimum specifications for a soil vapor barrier membrane and will be installed in conformance with the manufacturer's recommendations. The installed soil vapor barrier shall have at a minimum all of the following qualities listed below.</p> <ul style="list-style-type: none"> <li>• Maintain permeance of fewer than 0.01 Perms [grains/(ft<sup>2</sup> hr in Hg)] as tested after conditioning tests per American Society for Testing and Materials (ASTM) 7.1</li> <li>• Other performance criteria: <ul style="list-style-type: none"> <li>a) Strength: ASTM E 1745 Class A</li> <li>b) Thickness: 15 mils minimum</li> </ul> </li> </ul>

	The soil vapor barrier shall be installed according to ASTM E1643, including a proper perimeter seal.
<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	<p>The proposed project is predicted to meet the HUD exterior and interior noise level standards assuming the following requirements are incorporated into design for the new residential building portions of the project:</p> <ul style="list-style-type: none"> <li>• The affected building facades of the project shall include the following noise control measures, as outlined on <b>Exhibit 2-L, Figure 4</b>: <ul style="list-style-type: none"> <li>- Building facades shall include use of stucco with sheathing or cement fiber board with sheathing;</li> <li>- STC 34 minimum rated glazing and exterior entry doors shall be used at residential units;</li> <li>- Interior gypsum at exterior walls shall be 5/8" on resilient channels or staggered studs;</li> <li>- Saxelby Acoustics recommends that mechanical ventilation penetrations for exhaust fans not face toward Del Paso Boulevard. Where feasible, these vents should be routed towards the opposite side of the building to minimize sound intrusion to sensitive areas of the buildings. Where vents must face toward Del Paso Boulevard, it is recommended that the duct work be increased in length and make as many "S" turns as feasible prior to exiting the dwelling. This separates the openings between the noise source and the living space with a long circuitous route. Each time the sound turns a corner, it is reduced slightly. Flexible duct work is preferred ducting for this noise mitigation. Where the vent exits the building, a spring-loaded flap with a gasket should be installed to reduce sound entering the duct work when the vent is not in use.</li> <li>- Mechanical ventilation shall be provided to allow occupants to keep doors and windows closed for acoustic isolation;</li> <li>- No PTAC's shall be used;</li> <li>- In lieu of these measures, an interior noise control report may be prepared by a qualified acoustic engineer demonstrating that the proposed building construction would achieve the HUD interior noise reduction requirement of 30 dBA.</li> </ul> </li> </ul>
<b>Environmental Justice</b>  Executive Order 12898	Because the EJScreen shows high ambient levels of PM2.5 and diesel particulate matter, it is recommended that the project use enhanced air filtrations for the Project HVAC systems. Enhanced HEPA filtration can provide 60% to 90% improved indoor air quality. People typically spend about 22.5 hours per day indoors, and enhanced air filtration will

	provide residents with a substantial long-term health benefit. US EPA recommends air filtration at MERV 13 or better.



**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: 1/24/2024

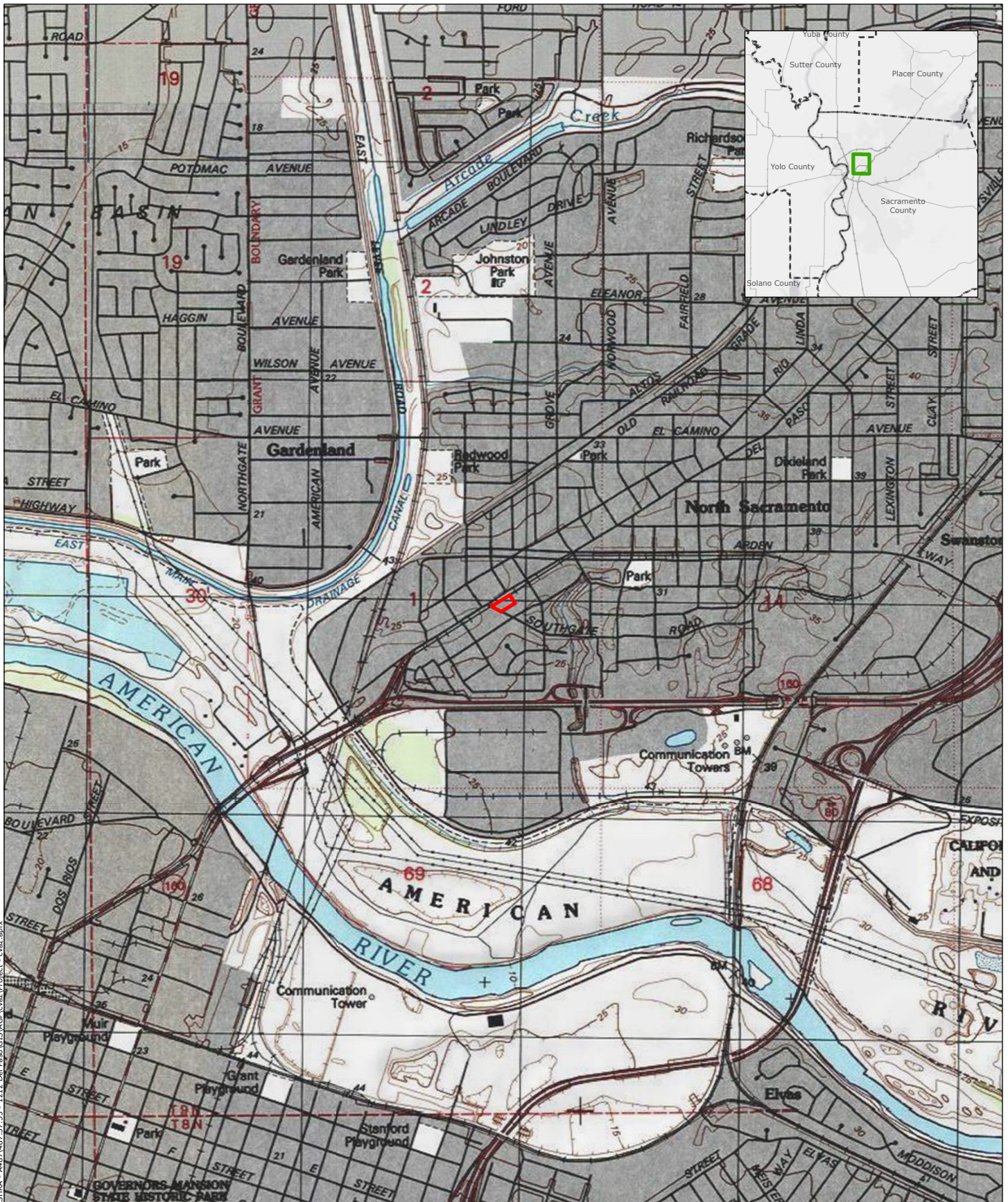
Name/Title/Organization: Gail M. Ervin, Ph.D., NCE

Certifying Officer Signature: La Shelle Dozier Date: 1/29/24

Name/Title: La Shelle Dozier, Executive Director, SHRA

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





<div>Legend</div> <div><div></div>Project site</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>Project Location Map</div> <div>1212 Village Project</div> <div>1212 Del Paso Boulevard, Sacramento. CA</div>			<div><div>N</div><div><div></div></div></div> <div>1:24,000</div> <div><div>0</div><div>1,000</div><div>2,000</div><div>ft.</div></div>	<div>FIGURE</div> <div>1</div>
	<div>SOURCE</div> <div>ESRI USA Topographic Basemap</div>	<div>JOB NUMBER</div> <div>487.57.55</div>	<div>DRAWN</div> <div>cvaz</div>	<div>DATE</div> <div>11/9/2023</div>	<div>REVISED</div> <div>-</div>	<div>APPROVED</div> <div>-</div>





<div>Legend</div> <div><div></div>Project site</div>	<div><div><div><div></div></div><div>NCE</div></div><div><div><div><div></div></div><div>SHRA</div></div><div>INVESTING IN COMMUNITIES</div></div></div>	<div>Project Detail Map</div> <div>1212 Village Project</div> <div>1212 Del Paso Boulevard, Sacramento. CA</div>			<div><div>N</div><div></div><div>1 in. = 100 ft.</div><div><div>0</div><div>50</div><div>100</div><div>ft.</div></div></div>	<div>FIGURE</div> <div>2</div>
<div>SOURCE</div> <div>ESRI World Aerial Basemap</div>		<div>JOB NUMBER</div> <div>487.57.55</div>	<div>DRAWN</div> <div>cvaz</div>	<div>DATE</div> <div>11/9/2023</div>	<div>REVISED</div> <div>-</div>	<div>APPROVED</div> <div>-</div>