



DRAFT ENVIRONMENTAL ASSESSMENT/  
FINDING OF NO SIGNIFICANT IMPACT

## Environmental Assessment for the La Familia Counseling Center Project

Prepared for:



December 2023

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Prepared for:



La Familia Counseling Center, Inc.  
5523 34th Street  
Sacramento, CA 95820

Contact:

**Rachel Rios**  
Executive Director  
916.444.7301

Prepared by:



**Ascent Environmental**  
455 Capitol Mall, Suite 300  
Sacramento, CA 95814

Contact:

**Dimitri Antoniou**  
Project Manager  
916.930.3195

**December 2023**

20230062.01

# ENVIRONMENTAL ASSESSMENT

**Responsible Entity:** [24 CFR 58.2(a)(7)] City of Sacramento

**Certifying Officer:** [24 CFR 58.2(a)(2)] Gregory Sandlund, Planning Director  
City of Sacramento  
Community Development Department  
300 Richards Blvd., 3<sup>rd</sup> Floor  
Sacramento, CA 95811  
916.808.8931  
gsandlund@cityofsacramento.org

**Project Name:** La Familia Opportunity Center Project (project)

**Project Location:** 5900 Franklin Boulard and 3330 37<sup>th</sup> Avenue, Sacramento CA, 95824

**Estimated Total Project Cost:** \$16.9 million

**Grant Recipient:** [24 CFR 58.2(a)(5)] City of Sacramento/La Familia Counseling Center, Inc.  
5523 34th Street Sacramento, CA 95820  
Phone: (916) 210-8773

**Project Representative:** Rachel Rios, Executive Director La Familia Counseling Center, Inc.  
5523 34th Street  
Sacramento, CA 95820  
Phone: (916) 210-8773  
rachelr@lfcc.org

**Environmental Consultant:** Ascent Environmental, Inc.  
455 Capitol Mall, Suite 300  
Sacramento, CA 95814  
Phone: (916) 444-7301

**Date Completed** December 1, 2023

**Conditions for Approval:** (List all minimization measures adopted by the responsible entity to eliminate or minimize adverse environmental impacts. These conditions must be included in project contracts and other relevant documents as requirements). [24 Code of Federal Regulations (CFR) 58.40(d), 40 CFR 1505.2(c)]

## **Minimization Measure CULTURAL-1: Inadvertent Discovery of Historical and Archaeological Resources**

In the event of an inadvertent discovery of cultural resources, project activity shall immediately cease within 25 feet of the discovery and the City of Sacramento/US Housing and Urban Development (HUD) should be notified of the discovery. Project work may continue at other locations while the discovery is examined. The potential significance of the discovery should be determined by a professionally qualified archaeologist (i.e., an archaeologist that meets the Secretary of Interior's Qualifications Standards at 36 CFR Part 61). If it is determined that the discovery is not significant no further investigations are necessary and project activity may resume. If the discovery is determined to be significant additional investigations (e.g., data recovery excavations) may be necessary before resuming project activities at the site of the discovery. Any additional archaeological investigations would be designed and conducted in consultation with the City of Sacramento/HUD and Native American tribes and other agencies, as appropriate. Implementation of this measure would eliminate the potential for any adverse effects to inadvertently discovered cultural resources as a result of project related activities.

## **Minimization Measure CULTURAL 2: Inadvertent Discovery of Human Remains**

In the event of an inadvertent discovery of human remains the provisions of the California Health and Safety Code Section 7050.5 and PRC Section 5097.98 shall be implemented, and the City of Sacramento/HUD should be notified of

the discovery. In addition, all project activity shall immediately cease within 25 feet of the discovery until the discovery can be evaluated by the County Coroner. Project work may continue at other locations while the discovery is examined. If the remains are determined to be Native American, the County Coroner must contact the NAHC who will identify a Most Likely Descendant (MLD) for the remains. The MLD will make recommendations for the recovery, treatment, and disposition of any Native American remains. Final disposition of any inadvertently discovered human remains will be decided in consultation with the City of Sacramento/HUD, the MLD, and other agencies, as appropriate.

**Minimization Measure NOISE-1**

To ensure that no nearby existing resident or other sensitive land use is disturbed by construction noise during sensitive nighttime hours, the proposed construction activities at the project site shall comply with the following daytime schedule. These specifications shall be included on the construction contractor bid specifications and enforced through conditions of approval, issued by the City of Sacramento, prior to issuance of grading permits.

- ▶ All construction activity shall begin no earlier than 7:00 a.m. and end no later than 6:00 p.m. on Monday, Tuesday, Wednesday, Thursday, Friday, and Saturday.
- ▶ Should construction be required on Sundays, construction activities shall begin no earlier than 9:00 a.m. and end no later than 6:00 p.m.

**Minimization Measure BIO-1**

- ▶ To minimize the potential for loss of nesting birds, project activities (e.g., vegetation clearing, ground disturbance, staging) shall be conducted during the nonbreeding season (approximately September 1-January 31, as determined by a qualified biologist), if feasible. If project activities are conducted during the nonbreeding season, no further minimization measures are required.
- ▶ Within 14 days before the onset of project activities during the breeding season (approximately February 1 through August 31, as determined by a qualified biologist), a qualified biologist familiar with birds of California and with experience conducting nesting bird surveys shall conduct focused surveys for nesting birds. Surveys shall be conducted in accessible areas within 50 feet of the project site for migratory bird nests.
- ▶ If no active nests are found, the qualified biologist shall submit a report documenting the survey methods and results to the City of Sacramento, and no further minimization measures would be required.
- ▶ If active nests are found, impacts on nesting birds shall be avoided by establishing appropriate buffers around active nest sites identified during focused surveys to prevent disturbance to the nest. Project activity shall not commence within the buffer areas until a qualified biologist has determined that the young have fledged, the nest is no longer active, or reducing the buffer would not likely result in nest abandonment. Buffer size for nesting bird species shall be determined by a qualified biologist. Factors to be considered for determining buffer size shall include presence of natural buffers provided by vegetation or topography, nest height above ground, baseline levels of noise and human activity, species sensitivity, and proposed project activities. Generally, buffer size for these species shall be at least 20 feet. The size of the buffer may be adjusted if a qualified biologist determines that such an adjustment shall not be likely to adversely affect the nest. Periodic monitoring of the nest by a qualified biologist during project activities shall be required if the activity has potential to adversely affect the nest, the buffer has been reduced, or if birds within active nests are showing behavioral signs of agitation (e.g., standing up from a brooding position, flying off the nest) during project activities, as determined by the qualified biologist.

**FINDING:** [58.40(g)]

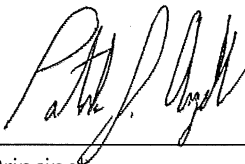
**Finding of No Significant Impact**

(The project will not result in a significant impact on the quality of the human environment)

**Finding of Significant Impact**

(The project may significantly affect the quality of the human environment)

Preparer Signature:  
Name/Title/Agency:



\_\_\_\_\_  
Pat Angell, Principal  
Ascent Environmental, Inc.

Date: 12/1/2023

RE Approving Official Signature:  
Name/Title/Agency:



\_\_\_\_\_  
Gregory Sandlund, Planning Director  
City of Sacramento

Date: 12/6/2023

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# LIST OF ABBREVIATIONS

ADA	American with Disabilities Act
ADT	average daily traffic
APE	Area of Potential Effects
APN	Accessor Parcel Numbers
BMP	best management practice
CAA	federal Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CARB	California Air Resources Board
CBRS	Coastal Barrier Resources System
Center	Opportunity Center
CEQA	California Environmental Quality Act
City	City of Sacramento
dBA	A-weighted decibels
DNL	day-night average
EPA	U.S. Environmental Protection Act
EV	Electric vehicle
EVSE	Electric Vehicle Supply Equipment
FECF	Financial Empowerment Center Partner
GHG	greenhouse gas
gpd	gallons per day
HUD	US Housing and Urban Development
HVAC	heating, ventilation, and air conditioning
ITE	Institute of Transportation Engineers
kW	kilowatts

La Familia	La Familia Counseling Center
lbs/day	pounds/day
LFCC	La Familia Counseling Center
LOS	Level of Service
MLD	Most Likely Descendant
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCIC	North Central Information Center
NOx	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
PM <sub>10</sub>	respirable particulate matter
PM <sub>2.5</sub>	fine particulate matter
project	Opportunity Center
Regional San	Sacramento Regional County Sanitation District
ROG	reactive organic gas
SacRT	Sacramento Regional Transit District
SASD	Sacramento Area Sewer District
SFD	Sacramento Fire Department
SHPO	State Historic Preservation Officer
SLF	Sacred Lands File
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMUD	Sacramento Municipal Utility District
SRCSD	Sacramento Regional County Sanitation District
SRWTP	Sacramento Regional Wastewater Treatment Plant
SVAB	Sacramento Valley Air Basin
SWPPP	stormwater pollution prevention plan
tpy	ton per year



# 1 PROPOSED PROJECT

## 1.1 PROJECT LOCATION AND SETTING

The project site consists of seven currently undeveloped parcels (Accessor Parcel Numbers [APN] 025-0231-011-0000, 025-0231-012-0000, 025-0231-015-0000, 025-0231-016-0000, 025-0231-017-0000, 025-0231-018-0000, and 025-0231-032-0000), totaling 2.2 acres, located west of Franklin Boulevard, north of 38th Avenue, and south of 37th Avenue at 5900 Franklin Boulevard in Sacramento, California. See Figure 1 for the regional location and Figure 2 for the project site. The project site is surrounded by a mix of commercial, industrial, residential, institutional, and municipal properties.

## 1.2 DESCRIPTION OF THE PROPOSAL

Include all contemplated actions which logically are either geographically or functionally a composite part of the project, regardless of the source of funding. [24 CFR 50.12 & 58.32; 40 CFR 1508.25]

### 1.2.1 Project Elements

## PROPOSED USES AND OPERATIONAL CHARACTERISTICS

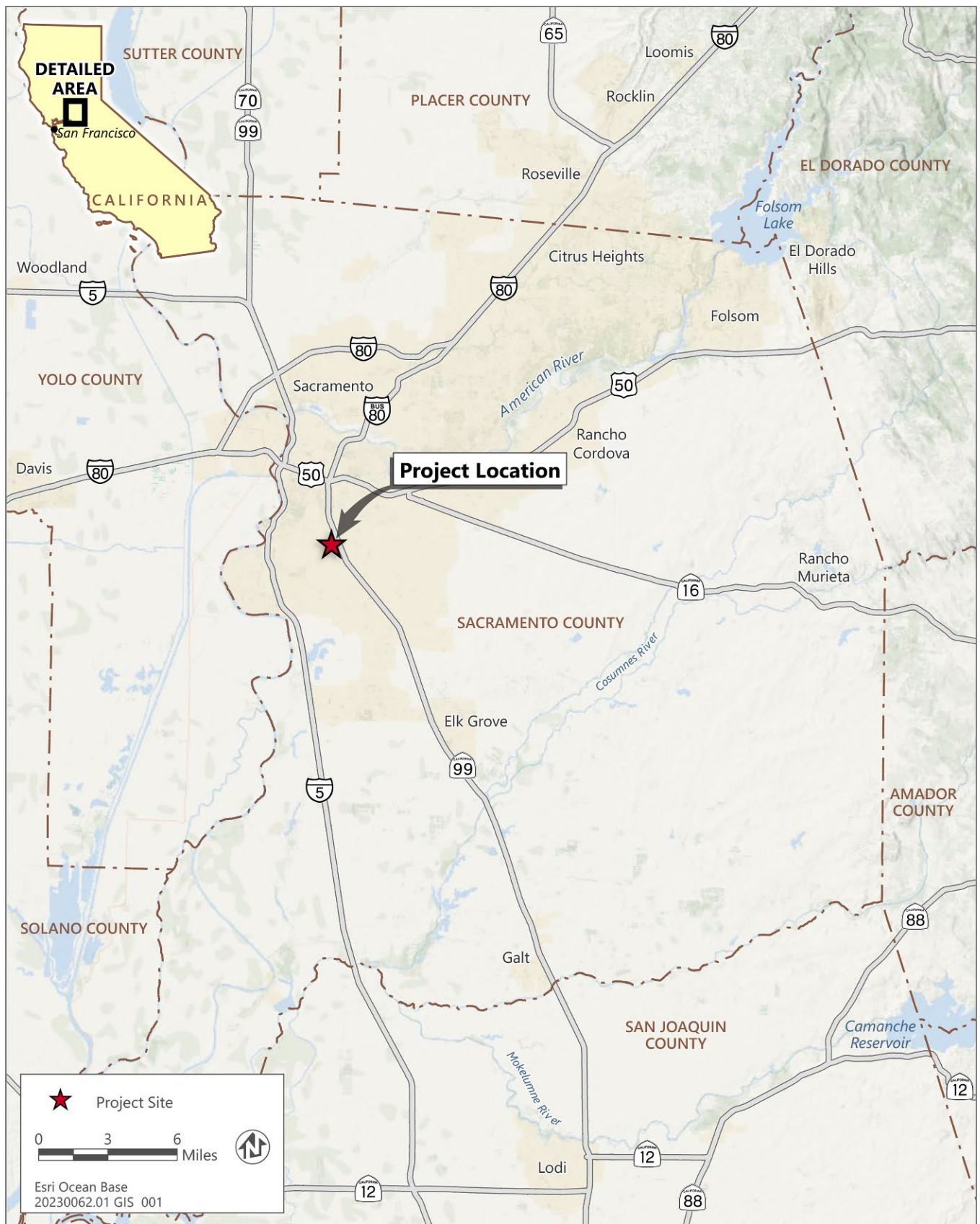
La Familia Counseling Center (La Familia or LFCC), in partnership with the City of Sacramento (City) proposes to construct and operate an Opportunity Center (Center or project) at Maple School Park, a campus-like “Resilience Hub” designed to integrate essential public health and social service delivery with climate change resilience-focused planning. The Center would expand existing services offered at an adjacent site into a two-building campus, which will offer critical services to a community located in a portion of Sacramento that is underserved by current services and community amenities.

The services proposed by the Center would include social services, mental and public health services, legal assistance, educational, and emergency intervention programs. Educational and employment cradle to career pathways in all aspects of energy production and asset management are a key component of this project, including providing space for supporting health and wellness within the community. LFCC is also partnering with the City of Sacramento as a Financial Empowerment Center Partner (FECP), a program to be implemented at the new Center.

This project has the opportunity to serve the community in multiple ways. Neighborhood studies show that escalating energy costs are a critical problem affecting business stability in the immediate area and the project provides an opportunity to include various energy saving strategies to meet those needs. Additionally, the site and partner agencies and services would create a much-needed anchor site and infrastructure for the neighborhood. A summary of project objectives is provided below.

### Project Objectives

- ▶ Provide renewable energy production and distribution through onsite energy storage (microgrid, solar);
- ▶ Provide reduced cost for energy to local businesses and homeowners through energy sales;
- ▶ Provide job training and workforce development in the sectors of renewable energy and public health;
- ▶ Reduce heat island effect through the use of onsite parking canopies;
- ▶ Provide a community gathering location and shelter during emergencies (e.g., heat cooling center);
- ▶ Enhance public and environmental health.



Source: Adapted by Ascent in 2023.

Figure 1 Project Vicinity



Source: Adapted by Ascent in 2023.

**Figure 1** Project Vicinity

The project site is currently a vacant lot that has been recently purchased by LFCC to construct the Center, which would include a training facility needed to develop the skilled workforce required to attract investment to the neighborhood and a community health space. The Center will be the physical location for neighborhood organizational and planning activities, education and workforce development, community public health services, and community gatherings.

## Building and Site Design

The proposed project is intended to be constructed in one phase. The northern portion of the property is proposed to be approximately 16,700 square foot 2-story office building with a 35-inch parapet. The southern portion of the property is proposed to be approximately 8,200 square foot training center with a 24-inch parapet. The 2-story northern portion of the Center would be approximately 16,700 square foot which would include health offices, human resource offices, fiscal offices, bathrooms, break room, an elevator, staircases, a group activity room, general storage, amenity space, and shared work area on the first floor. The second floor would include administrative offices, therapy rooms, nurse office, shared meeting room, shared work area, playroom, open office, elevator, staircases, bathrooms, and a balcony. There would be a corridor that connects the northern portion and southern portion of the Center. The southern portion of the Center is comprised of approximately 8,200 square foot and includes a foyer, computer lab, open work room, small conference room, training kitchen, training room, bathrooms, janitor room, storage room, and an outdoor trash containing area on the southwest corner of the Center. Refer to Appendix A for proposed site plan.

The project seeks to incorporate climate resilient strategies into new building design and would develop an existing vacant infill property, consistent with City and statewide objectives to promote development within existing developed areas to reduce vehicular travel and associated greenhouse gas (GHG) emissions. The proposed site and building design are intended to harmonize with the surrounding uses and improve the overall appearance of the neighborhood. Exterior building materials would respond to the existing urban context by using preformed prefinished metal roof panels, prefinished fascia cladding, coping, gutter, downspout system, fiber cement wall panel, hollow metal frames, hollow metal doors, steel stairs, clear and obscured glass, and curtain wall system. Solar panels would be installed consisting of solar array and battery storage providing back-up power for up to 3 days. The estimated capacity is 111 kilowatts (kW), 6,000 sf of solar array, and associated 75 kW of battery storage capacity. No natural gas service is proposed at the site and all appliances (e.g., heating, cooling, kitchen) would be electric-powered.

## Landscaping and Stormwater Management

Landscaping is strategically planned to be more substantial at major building entries with scaled down landscaping at less significant areas, with planter strips proposed between sidewalks and curbs. Tree canopy coverage is estimated to cover approximately 22 percent of the project site's paved areas to increase onsite shading around/along the parking lot, sidewalks, and common areas (see Appendix A for proposed landscape plan). A low-water landscaping and drip irrigation system would be installed. A new stormwater system which includes low-impact development stormwater detention landscape swale areas for pretreatment stormwater. New perimeter storm lines would connect with existing 48-inch storm line in 38<sup>th</sup> avenue with a new manhole.

## Parking and Utilities

The project site would include a total of 84 parking spaces, including four accessible spaces (one accessible van space), 17 electric-capable spaces (defined as spaces that include electrical panel capacity and installed conduit but no electric service or charging equipment), and four electric vehicle supply equipment (EVSE)- installed (defined as electric vehicle (EV)-capable but also having electric wiring hooked up and installed electric vehicle charging equipment). In addition, the project would include five bike racks and a bike locker which include 12 spots available for short-term parking and seven spots for long term.

Two driveways are proposed, with the north driveway functioning as the primary entry/exit and the south driveway functioning as the secondary entry/exit. Sidewalks and paths would promote pedestrian connectivity throughout the site and to the adjacent neighborhood, with a pedestrian/bicycle path proposed near all entrances.

The project is located in the City of Sacramento, and within the water supply service area of the City of Sacramento. Wastewater services would be provided by the Sacramento Regional County Sanitation District (Regional San or

SRCSO). Electricity would be provided by the Sacramento Municipal Utility District (SMUD), and sewer system services would be provided by the Sacramento Area Sewer District. A new 1.5-2 inch water service line and meter would be installed within the right-of-way at 38<sup>th</sup> Avenue. Electrical, communication, and gas utilities would be rerouted from the easement at the center of the project site to 38<sup>th</sup> avenue and north along the westerly property line.

## PROJECT CONSTRUCTION

Construction is anticipated to take 14 months, commencing in July 2024 and anticipated to be complete in September 2025. The operation of the project is expected in August 2025. Construction would occur on Monday through Friday and would be limited to the daytime hours of 7:00 a.m. to 6:00 p.m. on Monday, Tuesday, Wednesday, Thursday, Friday and Saturday, and between 9:00 a.m. and 6:00 p.m. on Sunday, consistent with City of Sacramento Code (Chapter 8.68 Noise Control). The site is currently cleared and relatively flat. Construction activities would include grading/excavation, foundation pouring, and building construction. Typical construction equipment would include dozers, excavators, loaders/backhoes, paving equipment, forklifts, and haul trucks. No blasting is proposed.

In accordance with standard construction best management practices in Sacramento and Sacramento Metropolitan Air Quality Management District's (SMAQMD) adopted Rule 403, the following dust control measures will be adhered to by the construction contractors:

- ▶ All exposed surfaces will be watered two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- ▶ Haul trucks transporting soil, sand, or other loose material on and within the site will remain covered or at least two feet of free board space. Any haul trucks that would be traveling along freeways or major roadways will remain covered.
- ▶ Wet power vacuum street sweepers will be used to remove any visible track out mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- ▶ All roadways, driveways, sidewalks, parking lots will be paved as soon as possible. In addition, building pads will be laid as soon as possible after grading unless seeding or soil binders are used.

## 1.3 STATEMENT OF PURPOSE AND NEED FOR THE PROPOSAL

[40 CFR 1508.9(b)]

The project site is located in an SB 535/AB 1550 legislatively designated Disadvantaged Community and within a California Climate Investment Priority Population; thus, the project area is disproportionately burdened by multiple sources of pollution, poverty, low economic productivity, and escalating energy costs affecting neighborhood businesses. The community is in need of various social services to address these issues.

The proposed Opportunity Center seeks to provide public health services, legal assistance, educational, emergency intervention programs, workforce development training in the public health and energy sectors, and poverty intervention programs to create economic stability and address factors that impact communities. As a project that would incorporate climate resilience planning through building design strategies, the project would also demonstrate how emerging energy technologies can best be used to revitalize distressed neighborhoods, including for the purpose of lowering pollution, increasing job creation, and provide resilience during power outages. The center would provide infrastructure to a currently underutilized site to serve as a physical location for community gatherings and provide needed social services to enhance public and environmental health.

## 1.4 EXISTING CONDITIONS AND TRENDS

Describe the existing conditions of the project site and its surroundings, and trends likely to continue in the absence of the project [24 CFR 58.40(a)]

The project site is in an infill location within the City of Sacramento, Sacramento County. The neighborhood is served by several community uses typical of a suburban residential area, including schools, parks, churches, libraries, hospitals and open space. Neighborhood parks include Rainbow Mini Park, Maple School Park, Airport Park, Fruitridge Park, and Mangan Park. The nearest golf course, William Land golf course, is approximately 2 miles northwest of the project site in Land Park. Several schools are located within a one-mile radius of the project site which include: Pacific Elementary School along the east line of 41<sup>st</sup> street near Pacific Park, Woodbine Elementary School along the south line of 52<sup>nd</sup> Avenue next to Woodbine Park, and Bowling Green Elementary School close to the interception of Franklin Boulard and Florin Road. The nearest post office is located north of Lemon Hill, along 44th Street.

Without the proposed project, it is unlikely that the site would be developed and the needed services to the nearby community would not be provided. As the threat of climate change increases to Sacramento, resulting in affects such as increased extreme hot days and power outages, the project would provide a physical space for community gatherings during extreme hot days, acting as a cooling center, as well as providing an off-the grid reliable energy source to local customers during power outages. The project would enhance the neighborhood and provide needed services to the community it would serve.

### 1.4.1 Funding Information

HUD Program	Funding Amount
Community Project Funding (Grant # B-23-CP-0172)	\$750,000

Estimated Total HUD Funded Amount: **\$750,000**.

Estimated Total Project Cost (HUD and non-HUD Funds) [24 CFR 58.32(d)]: **\$16.9 million**.

## 2 COMPLIANCE WITH LAWS AND AUTHORITIES

[24 CFR 50.4, 58.5, and 58.6]

In accordance with HUD guidance and recommendations, the following section describes how the proposed action complies or conforms to adopted statutes, executive orders, or regulations. Credible, traceable, and supportive source documentation is provided where necessary. Relevant documentation and sources used to determine compliance are included in Appendices B, C, D, and E.

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR Sections 58.5 and 58.6	Are formal compliance steps or minimization measures 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	No	The nearest airport, the Sacramento Executive Airport, is located approximately 3,500 feet west of the project site, measured from the closest distance between the project site and the airport. The project would be located at a distance far enough from the airstrip and would not create a unique safety hazard for people working within the project site. See Attachment B1 of Appendix B. No additional compliance steps or minimization measures are required.
<b>Coastal Barrier Resources</b> Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]	No	The Coastal Barrier Resources System (CBRS) designates coastal land as ineligible for direct and indirect federal expenditures that may result in development of fragile coastal barrier ecosystems. This project is located in a state that does not contain CBRS units. The project would not conflict with the Coastal Barrier Resources Act. See Attachment B2 of Appendix B. No additional compliance steps or minimization measures are required.
<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]	No	The Federal Emergency Management Agency publishes Flood Insurance Rate Maps delineating flood hazard zones for communities. The project site is not subject to Flood Insurance because it is not within an area of flood risk (see Attachment B3 of Appendix B). The project would not result in increased flood risk to people or onsite structures. No additional compliance steps or minimization measures are required.
<b>STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.5</b>		
<b>Clean Air</b> Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93	No	<b>Affected Environment and Attainment Status</b>  The project site is located in the City of Sacramento and within the Sacramento Valley Air Basin (SVAB). Air quality within the Sacramento County portion of the Basin is regulated by the U.S. Environmental Protection Agency, the California Air Resources Board (CARB), and the Sacramento Metropolitan Air Quality Management District (SMAQMD). Each agency develops rules, regulations, and/or policies to comply with applicable legislation.  U.S. Environmental Protection Act (EPA) and CARB have set ambient air quality standards for certain air pollutants to protect public health and welfare. EPA has established National Ambient Air Quality Standards (NAAQS) for the following criteria pollutants: ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide, respirable particulate matter (PM <sub>10</sub> ), fine particulate matter (PM <sub>2.5</sub> ), and lead. CARB has set California Ambient Air

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR Sections 58.5 and 58.6	Are formal compliance steps or minimization measures required?	Compliance Determinations
		<p>Quality Standards (CAAQS) that are the same or are more stringent than the corresponding federal standards.</p> <p>EPA has been charged with implementing national air quality programs. EPA's air quality mandates are drawn primarily from the federal Clean Air Act (CAA), which was enacted in 1970. The most recent major amendments to the CAA were made by Congress were in 1990.</p> <p>EPA promulgated the General Conformity Rule on November 30, 1993, in Volume 58 of the Federal Register (FR) Page 63214 (58 FR 63214) to implement the conformity provision of Title I, Section 176(c) of the federal CAA (42 United States Code Section 7506(c)). Section 176(c)(1) requires that the federal government not engage, support, or provide financial assistance for, permit or license, or approve any activity that fails to conform to an approved state implementation plan.</p> <p>Under the General Conformity Rule, federal agencies must work with state, tribal, and local governments in a nonattainment or maintenance area to ensure that federal actions conform to the air quality plans established in the applicable state or tribal implementation plan. The primary functions of the General Conformity Rule are to:</p> <ul style="list-style-type: none"> <li>▶ Ensure that federal activities do not cause or contribute to new violations of NAAQS;</li> <li>▶ Ensure that actions do not cause additional or worsen existing violations of or contribute to new violations of the NAAQS; and</li> <li>▶ Ensure that attainment of the NAAQSs is not delayed.</li> </ul> <p>The General Conformity regulation contains de minimis levels that, below which, a project would not be considered to substantially interfere with attainment of NAAQS associated with air quality planning efforts. If a project would exceed the de minimis levels, the project would be subject to a General Conformity Determination.</p> <p>Attainment status for the project area was determined for the project site and is summarized in Appendix B. For purpose of this analysis, only pollutants in nonattainment must be evaluated against established Federal de minimis levels. Ozone in the SVAB is in nonattainment; thus, pollutants of reactive organic gas (ROG) and nitrogen oxides (NOx) (ozone precursors) are the focus.</p> <p><b>General Conformity Applicability</b></p> <p>Project construction and operations were modeled using the California Emissions Estimator Model (CalEEMod) software, a program approved by state and federal lead agencies in California for the purpose of conducting environmental analyses. The modeling was based on the anticipated land use type/size of the project and estimates emissions associated with heavy-duty construction equipment use, worker commute, and vendor deliveries from construction, as well as operational vehicular and area sources (e.g., landscape equipment).</p> <p>As summarized in Appendix B, ROG and NOx emissions from both construction and operation of the project would be below 1 ton per year (tpy), which is substantially below the de minimis level of 50 tpy. The proposed action would not cause or contribute to new violations of the</p>



Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR Sections 58.5 and 58.6	Are formal compliance steps or minimization measures required?	Compliance Determinations
		<p>NAAQS and no additional compliance steps or minimization measures are required.</p> <p><b>SMAQMD Thresholds of Significance</b></p> <p>Within California, the local air districts have adopted thresholds of significance for the purpose of evaluating a proposed project’s potential to interfere with the adopted CAAQS. Although these standards apply only to projects subject to review under the California Environmental Quality Act (CEQA), the project’s emissions were compared to these thresholds to provide additional information for local regulatory agencies (i.e., City of Sacramento, SMAQMD).</p> <p>For construction activities, SMAQMD thresholds are:</p> <ul style="list-style-type: none"> <li>▶ NOx: 85 pounds/day (lbs/day)</li> <li>▶ PM<sub>10</sub>: 14.6 tpy</li> <li>▶ PM<sub>2.5</sub>: 15 tpy</li> </ul> <p>As summarized above and in Appendix B, ROG and NOx emissions would be below 1 tpy for both construction and operations. Based on modeling conducted, NOx emissions of 0.26 tpy, converts to 2 lbs/day, assuming construction work for 5 days per week. PM emissions would be less than 1 tpy. See Appendix B Attachment 14 for details. Further, as discussed above in the “Project Description,” the project would include onsite BMPs to reduce dust emissions to the extent feasible during construction activities. Project construction would not exceed local standards or interfere with attainment of the CAAQS. No additional compliance steps or minimization measures are required.</p> <p>For operational activities, SMAQMD thresholds are:</p> <ul style="list-style-type: none"> <li>▶ NOx: 65 lbs/day</li> <li>▶ ROG: 65 lbs/day</li> <li>▶ PM<sub>10</sub>: 14.6 tpy</li> <li>▶ PM<sub>2.5</sub>: 15 tpy</li> </ul> <p>As summarized above and in Appendix B, ROG and NOx emissions would be below 1 tpy for both construction and operations. Based on modeling conducted, NOx emissions of 0.79 tpy converts to 4.3 lbs/day, and 0.15 tpy of ROG converts to 0.82 lbs/day assuming 365 days of operation. PM emissions would be less than 1 tpy. See Appendix B Attachment 14 for details. Project operation would not exceed local standards or interfere with attainment of the CAAQS. No additional compliance steps or minimization measures are required.</p>
<p><b>Coastal Zone Management</b> Coastal Zone Management Act, sections 307(c) &amp; (d)</p>	<p>No</p>	<p>The project is not subject to the Coastal Zone Management Act. The project location is 76 miles from the coast. See Attachment B5 of Appendix B. No additional compliance steps or minimization measures are required.</p>
<p><b>Contamination and Toxic Substances</b> 24 CFR Part 50.3(i) &amp; 58.5(i)(2)</p>	<p>No</p>	<p>Phase I and Phase II Environmental Site Assessments (ESA) were conducted for the project site by Enviro Assessment, PC (2019a, 2019b). The Phase I was conducted in April 2019 and recommended that a Phase II be conducted to evaluate the soil of the property for impacts from the previous fueling station believed to have been on site at the northeastern</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR Sections 58.5 and 58.6	Are formal compliance steps or minimization measures required?	Compliance Determinations
		<p>corner of the property. The Phase II was conducted in June 2019, and the results indicated that there were no obvious signs of past in-ground storage tanks in the area searched. For complete details and results from the Phase I and Phase II refer to Appendix C and Appendix D.</p> <p>In addition, a search was conducted for the project site using the U.S. Environmental Protection Agency’s NEPAAssist online mapping tool and the California State Water Resources Control Board’s online GeoTracker search tool. NEPAAssist tool searches inventories that contain sites regulated by Resource Conservation and Recovery Act, air pollution data, water dischargers covered by the National Pollutant Discharge Elimination System (NPDES), the Toxic Release Inventory which contains information on toxic chemical releases and waste management reported by industries, and Superfund sites covered by the Comprehensive Environmental Response, Compensation, and Liability Act. The GeoTracker contains records for sites that require cleanup, such as Leaking Underground Storage Tanks Sites, Department of Defense Sites, and Cleanup Program Sites.</p> <p>The NEPAAssist online mapping tool and the GeoTracker revealed no known sites covered by any of the aforementioned regulations or databases on the project site. The results from the GeoTracker and NEPAAssist tool are included in Attachment B6 of Appendix B.</p> <p>The project involves grading and excavation work, and it is not in an area known to contain soil contamination and is not located near any known source of contamination that could expose construction workers or users during project operation. No hazardous substances would be used during construction.</p> <p>However, in the event that hazardous or contaminated minerals are encountered at the project site, all removal and disposal would occur in accordance with California Health and Safety Code Chapter 6.5, Division 20, California Administration Code, Title 22, 29 Code of Federal Regulation 1910.120, and Title 8 (Health and Safety) of the Sacramento, California City Code. No additional compliance steps or minimization measures are required.</p>
<p><b>Endangered Species</b> Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402</p>	<p>No</p>	<p>Information on sensitive biological resources previously recorded in the project site was collected through a review of the U.S. Fish and Wildlife Service Information for Planning and Consultation (IPaC) (USFWS 2023a); California Natural Diversity Database (CNDDB 2023), and the California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants (CNPS 2023).</p> <p>Overall, the data review resulted in records of two federally listed plant species and 12 federally listed wildlife species with documented occurrences within the nine U.S. Geological Service 7.5-minute quadrangles containing and surrounding the project location. See Attachment B7 of Appendix B for results of all record searches.</p> <p>The project site is near some occurrences of listed species such as western yellow-billed cuckoo but the project site does not contain suitable habitat for this species or any other listed in the data review. Due to the urbanization and development of the surrounding area, the project area consists of low-quality habitat found in the recently cleared land</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR Sections 58.5 and 58.6	Are formal compliance steps or minimization measures required?	Compliance Determinations
		consisting of bare soil. The project site is not within a designated critical habitat for any federally listed species. The project is not likely to adversely affect any federally listed plant or animal species. No additional compliance steps or minimization measures are required.
<b>Explosive and Flammable Hazards</b> 24 CFR Part 51 Subpart C	No	Phase I and Phase II ESAs were completed for the project site. The Phase I investigation revealed signs of a potential past commercial gas station/automotive repair facility structure on the northwest corner on the site. By 1966, this gas station/market was removed but it is unknown if the associated underground storage tanks were removed from the northwest portion. (Enviro Assessment, PC 2019a). The Phase II investigation revealed that there were no signs of a previous fueling station. No other materials that could be explosive or flammable were detected (Enviro Assessment, PC 2019b). Following the Phase I investigation, a Phase II investigation was conducted for the project site (Enviro Assessment, PC 2019b). No explosive and flammable hazards were detected either.  If any hazardous material were discovered during site excavation, they would be removed and disposed of in accordance with California Health and Safety Code, Chapter 6.5, Division 20; California Administration Code, Title 22, relating to Handling, Storage, and Treatment of Hazardous Materials; 29 Code of Federal Regulation 1910.120 relating to Hazardous Waste Operation Safety Training. See Attachment B8 in Appendix B. No additional compliance steps or minimization measures are required.
<b>Farmlands Protection</b> Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658	No	Available data for designated Important Farmland is provided by the California Department of Conservation (see Attachment B9 of Appendix B). Existing data available for the City of Sacramento indicated that the project site is located in land designated as "Suburban Center" (City of Sacramento 2015). There are no areas designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance within the project site or project vicinity. No additional compliance steps or minimization measures are required.
<b>Floodplain Management</b> Executive Order 11988, particularly section 2(a); 24 CFR Part 55	No	Executive Order 11988 requires federal agencies and projects funded by federal agencies to avoid to the extent possible the long and short-term adverse impacts associated with the occupancy and modification of floodplains and to avoid direct and indirect support of floodplain development where there is a practicable alternative. The project would not place development within the 100-year floodplain, and is near existing development (e.g., residential and commercial land uses). (See Attachment B10 of Appendix B). No additional compliance steps or minimization measures are required.
<b>Historic Preservation</b> National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800	Yes	The City of Sacramento, as the responsible entity under NEPA, specifically 24 CFR 58.2(a)(7) for HUD-funded actions, has determined that no historic properties will be affected by the proposed project. No documented archaeological or built environment resources are known to be present in the Area of Potential Effects (APE) for the project. The methodology employed for identification of historic properties included: a records search completed by the North Central Information Center (NCIC) of the California Historical Resources Information System; a search of the Sacred Lands File (SLF) by the Native American Heritage Commission (NAHC); archival research to identify historical background information for the APE

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR Sections 58.5 and 58.6	Are formal compliance steps or minimization measures required?	Compliance Determinations
		<p>and surrounding area; geoarchaeological sensitivity analysis of the APE to identify the potential sensitivity of the APE for the presence of unknown deposits buried archaeological resources; and a systematic pedestrian survey of the entire APE by a qualified archaeologist that meets the qualifications at 36 CFR Part 61. The results of the records searches, the pedestrian survey, analysis of other data, and an assessment of any potential project related effects on historic properties are presented in a cultural resources inventory report (NIC 2023).</p> <p>The NCIC search did not identify any previously recorded cultural resources (e.g., prehistoric or historic sites or artifacts) in the APE. The NCIC search also included a review of resources listed on the National Register of Historic Places (NRHP) and indicated that no NRHP-listed resources are located in the APE or immediately surrounding area.</p> <p>The NAHC search of the SLF identified that the APE is potentially sensitive for the presence of Native American cultural resources. All appropriate Native American representatives identified by the NAHC associated with the APE and surrounding area were contacted to inform them of and request information regarding the proposed project and its potential sensitivity for Native American resources. No responses were received from the Native American representatives regarding the project. A record of Native American outreach including a list of Native American representatives that were contacted is included in Appendix E of NIC's (2023) report for the project.</p> <p>The geoarchaeological analysis of the APE determined that the archaeological sensitivity of the area for the presence of buried deposits of cultural resources is low. Indeed, based on the dates of the geologic formations and soils and the absence of prehistoric sites in the project area in buried contexts it is not likely that buried deposits of cultural resources are present in the APE.</p> <p>The pedestrian survey of the APE did not identify any cultural resources or any indication of the presence of buried deposits of cultural resources. The pedestrian survey did identify that the APE and surrounding area are disturbed by commercial and residential development.</p> <p>Cultural resources identification efforts in compliance with 36 CFR 800.4 and Section 106 of the NHPA did not identify any historic properties in or near the APE and determined that a finding of No Historic Properties Affected was appropriate for the project. A letter was sent to the State Historic Preservation Officer (SHPO) as well as Native American Tribe representatives identified during the NAHC search on August 18<sup>th</sup> 2023 (from the City of Sacramento) seeking concurrence with the finding of No Historic Properties Affected for the project. On September 18, 2023, the SHPO provided a formal response letter concurring with the findings that the RE made. No Native American tribe representatives responded to the notice. Thus, in accordance with 36 CFR 800.3(c)(4), SHPO consultation was completed. The SHPO letter requesting concurrence with the effect determination for the project and any other documentation of coordination is included in Attachment B11 of Appendix B.</p> <p>A finding of No Historic Properties Affected is appropriate for the project. Nonetheless, it is possible to inadvertently uncover unknown deposits of</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR Sections 58.5 and 58.6	Are formal compliance steps or minimization measures required?	Compliance Determinations
		<p>cultural resources and/or human remains during construction of the project. Implementation of Minimization Measures CULTURAL-1 and CULTURAL-2 would ensure that if cultural resources or human remains were discovered during construction activities, construction would stop immediately, and City/HUD personnel would be notified. The City would ensure proper procedures are undertaken to handle the identified cultural material or remains before continuation of project construction. Implementation of Minimization Measures CULTURAL-1 and CULTURAL-2 would ensure that there would be no significant effects to cultural artifacts and/or human remains as a result of project construction activities.</p>
<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</p>	<p>Yes</p>	<p>Development of the proposed project would result in short-term temporary noise associated with construction activities and long-term operational noise associated with project-generated vehicular trips (mobile source noise) and stationary equipment associated with building-related equipment (e.g., heating, ventilation, and air conditioning [HVAC] systems). For project-generated noise, the City of Sacramento’s Municipal Code would apply to the project. In addition, 24 CFR Part 51, Subpart B contains Site Acceptability Standards for development in high-noise areas. The noise assessment considered these noise sources and applicable noise policies.</p> <p><b>Existing Noise Levels</b></p> <p>Noise sources in the project vicinity include primarily traffic noise associated with Franklin Boulevard; thus, using available average daily traffic (ADT) volumes from the City of Sacramento (2023) for the segment of Frankling Boulevard between 37<sup>th</sup> and 38<sup>th</sup> street, existing noise levels at the project site were calculated to be 69 A-weighted decibels (dBA), day-night average (DNL), using HUD’s DNL Calculator.</p> <p><b>Construction Noise</b></p> <p>Construction activities could result in short-term noise associated with the use of onsite heavy-duty vehicles. Based on Federal Transit Administration’s (FTA 2018) published reference noise levels for typical construction equipment, noise during construction would range between 76 dBA (concrete vibrator) to 88 dBA (crane). The City has adopted exterior noise standards that apply to nearby land uses affected by a project; however, construction noise is exempt from these standards provided that it occurs between 7:00 am. And 6:00 p.m. on Monday, Tuesday, Wednesday, Thursday, Friday, and Saturday, and between 6:00 a.m. and 8:00 p.m. Minimization Measure NOISE-1 would require that all construction activities comply with these daily time limits; thus, noise during construction activities would not result in disruptions to nearby residents during the sensitive nighttime hours.</p> <p><b>Operational Noise</b></p> <p>Project operation would generate some levels of noise associated with new vehicular traffic on local roads and new stationary equipment, such as HVAC units.</p> <p>Regarding traffic noise, as discussed below in the Transportation and Accessibility section, the project is anticipated to result in up to 299 new daily trips. With noise, including traffic noise, a doubling of the source is required to result in an audible (i.e., 3 dB) increase. Consequently, a</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR Sections 58.5 and 58.6	Are formal compliance steps or minimization measures required?	Compliance Determinations
		<p>doubling of the existing traffic volumes on nearby roadways would need to occur from the project to result in an audible increase in noise. Assuming all new trips were to occur on Franklin Boulevard and considering the existing ADT volumes on Franklin Boulevard of 18,373, available from the City’s published Traffic Count data, the project would result in a 1.6 percent increase in traffic volumes. Long-term traffic noise increases would not be audible.</p> <p>The City of Sacramento has established noise standards that apply to all residential properties, in Chapter 8.68.060 of the Municipal Code. Standards apply to new stationary noise sources affecting nearby residences. Based on the proposed site plan, the nearest building that could include onsite stationary equipment would be located approximately 160 feet to the east of residential properties located along 38<sup>th</sup> Avenue. Noise levels commonly associated with HVAC systems can reach levels of up to 78 dBA at 3 feet (Lennox 2018). Applying standard attenuation rates of 6 dBA per doubling of the distance from the source, noise from HVAC units would achieve the City’s most stringent nighttime (10:00 p.m. to 7:00 a.m.) noise standard of 50 dBA at 96 feet from the source, resulting in noise levels of 48 dBA. Thus, anticipated stationary noise sources on the project site would not exceed applicable City of Sacramento Noise Standards.</p> <p><b>HUD’s Site Acceptability Standards</b></p> <p>As discussed above, existing noise levels at the project site are 69 dBA DNL, which fall into the “normally unacceptable” category, requiring noise attenuation measures for projects that contain sensitive uses (i.e., residences). Because the project would not include residential uses, no future sensitive use would be exposed to noise levels above the “Acceptable” limit of 65 dBA. No further noise reduction measures are required for the project site. Refer to Attachment B13 of Appendix B for noise calculations.</p>
<p><b>Sole Source Aquifers</b> Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149</p>	<p>No</p>	<p>There are no sole source aquifers located in Sacramento County (see Attachment B14 of Appendix B). No additional compliance steps or minimization measures are required.</p>
<p><b>Wetlands Protection</b> Executive Order 11990, particularly sections 2 and 5</p>	<p>No</p>	<p>The project site is in an urbanized area of the City of Sacramento. Available aerial imagery was reviewed, and an online database search was conducted to evaluate the potential for the presence of a wetland.</p> <p>An online database search was conducted using the U.S. Department of Fish and Wildlife National Wetlands Inventory program (USFWS 2023b). Based on this search and a review of aerial imagery of the project site, no wetlands are present on the project site. See Attachment B14 of Appendix B. No additional compliance steps or minimization measures are required.</p>
<p><b>Wild and Scenic Rivers</b> Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)</p>	<p>No</p>	<p>The project site is located 4 miles southwest of the American River. The American River is designated as a Wild and Scenic River per the Wild and Scenic River Act of 1968 (see Attachment B15 of Appendix B for river designations). The project involves construction of an opportunity center located 4 miles from the nearest Wild and Scenic River. It would not disturb existing river resources or obscure sights of the rivers in any way.</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR Sections 58.5 and 58.6	Are formal compliance steps or minimization measures required?	Compliance Determinations
		See Attachment B15 of Appendix B. No additional compliance steps or minimization measures are required.
<b>ENVIRONMENTAL JUSTICE</b>		
<b>Environmental Justice</b> Executive Order 12898	No	No environmental impacts or conditions were identified that could result in disproportionately high and adverse human health or environmental effects on minority and low-income populations. As an opportunity Center, the project would be beneficial to the most vulnerable populations to become the talent and workforce for the Sacramento region and will assist them in overcoming challenges in their real-life situations. No new sources of pollution or hazards would result. The project would comply with Executive Order 12898. No formal compliance steps or minimization measures are required. See additional documentation in Attachment B16 of Appendix B.

### 3 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 site. 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, as necessary. 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 minimization measures have been clearly identified, where applicable.

Impact codes from the following list are used to make a determination of impact for each factor.

- (1) Minor beneficial impact
- (2) No impact anticipated
- (3) Minor Adverse Impact – May require minimization measures
- (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 designated as a suburban center, near commercial, industrial, residential, institutional, and municipal properties, and adjacent to traditional low-density residential neighborhoods, the existing Maple Neighborhood Center, and the St. Rose Catholic Church in the City of Sacramento (City of Sacramento 2015). Of the seven project parcels, two of them (025-0231-011 and 025-0231-012) are currently zoned as single family residential 6-8 Unites (R-1-EA-4), which would be rezoned as part of the proposed action to commercial zones, consistent with the proposed land use of the project. The remaining five parcels are currently zoned commercial. Upon environmental clearance review from HUD, the project proponent will submit a rezone application to the City of Sacramento for review and would be subject to City requirements during that process. Considering the project site is located adjacent to the existing Maple Neighborhood Center (i.e., a similar use to the proposed project), the project would be consistent with nearby land uses. Upon City approval of the rezone application, the project parcels would all be consistent with the project’s intended land use and zoning. No new environmental effects would occur from the action to rezone the existing residential parcels. No impact is anticipated.
Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff	2	The project would result in new impervious surfaces (e.g., parking, roads, outdoor activity areas). Because construction activities would disturb more than one acre from grading and excavation, the project would be required to obtain coverage under the nationwide NPDES General Permit for Storm Water Discharges Associated with Construction Activity before construction. To comply with the General Construction Permit, a stormwater pollution prevention plan (SWPPP) would be prepared detailing measures to control soil erosion and waste discharges from project construction areas. The project would comply with local construction requirements and best management practices (BMPs) identified in the SWPPP. The SWPPP would identify the grading and erosion-control BMPs and specifications necessary to minimize or avoid water-quality impacts to the extent practicable. Standard erosion control measures (including management and structural controls) would be required to be implemented for all construction activities that expose soil. Measures implemented during construction could include the use of silt fencing, fiber rolls, and saw for soil stabilization. Specific measures as necessary to protect stormwater runoff quality would be identified in the SWPPP. The project would comply with the current building code and local grading ordinances to reduce any potential soil, slope, or erosion



Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>impacts. The project could result in changes to existing drainage patterns and/or increased stormwater runoff as a result of new impermeable surfaces. However, new water runoff systems are incorporated into the project design, and therefore, water runoff would be adequately collected onsite such that adverse impacts do not occur.</p> <p>Regarding soil suitability, a Geotechnical Investigation for the site was conducted, findings are summarized herein, and the full report is included as Appendix F. The study included seven borings extending from 10 to 30 feet onsite and samples were tested in a laboratory to determine moisture, density and pavement subgrade properties of the near-surface soils. Based on the study performed the site is unlikely to be susceptible to seismic induced liquefaction and the immediate surface soils are primarily silts and sands that are considered to be of low expansion potential and therefore reworked native soils are suitable to provide favorable support for the proposed structures. With standard engineering practices regulated by the City and State, the project site is deemed suitable for the proposed project construction. No impacts would occur.</p>
Hazards and Nuisances including Site Safety and Noise	2	<p>Sacramento County is not within an Alquist-Priolo Earthquake Fault Zone or within any earthquake fault zones, liquefaction zones, or landslide zones as shown in Appendix G. The project would comply with building codes identified by the City of Sacramento. No hazards are identified for the project site, as discussed previously based on record searches conducted and the Phase I and Phase II assessments that were conducted. If any hazardous/contaminated material were discovered, they would be removed and disposed of in accordance with California Health and Safety Code, Chapter 6.5, Division 20; California Administration Code, Title 22, relating to Handling, Storage, and Treatment of Hazardous Materials; 29 Code of Federal Regulation 1910.120 relating to Hazardous Waste Operation Safety Training. Noise is discussed above within the "Statutes, Executive Orders, and Regulations Listed at 24 CFR 50.4 &amp; 58.5." No impact is anticipated.</p>
Energy Consumption	1	<p>Electrical service is currently provided to the site by SMUD and natural gas service is currently provided to the site by PG&amp;E. However, the project would not include any natural gas service, all building energy would be derived by a combination of SMUD-supplied electricity and onsite generation from the solar facilities. In addition, the project would include an onsite backup battery system, reducing the need for non-renewable energy sources to the project site. These project design features would promote the objectives of the City of Sacramento as well as the State of California (California Building Code) to reduce dependence on nonrenewable sources and increase the use of renewable-sourced energy,</p> <p>In addition, the educational programs provided by the project would have a focus on careers in the clean energy industry; thus, the project would contribute, in the long-term, to the growth of the clean energy industry. Further, as a resilience center, the project would demonstrate how off-grid power (i.e., onsite microgrid) can provide a community benefits during power outages. Other design features include low-flow water fixtures and landscaping, which reduce the indirect use of energy for water conveyance and treatment. All outdoor lighting would be high efficacy and buildings would include cool roofs designed to reduce energy consumption. The project would include bicycle and pedestrian infrastructure and would be accessible to public transit. These features would reduce building and mobile-related energy consumption. Energy consumption would be minimal and existing services would be adequate. A minor benefit to the community and global climate change would result from the project.</p>
<b>Socioeconomic</b>		
Employment and Income Patterns	1	<p>The project includes the construction of an Opportunity Center in the City of Sacramento, which would have the potential to create short-term employment opportunities associated with construction. Once operational, the project would require maintenance and landscaping, which would be provided by existing service providers. The project would result in a Center that will provide a variety of workforce development activities, and therefore, increasing the economic potential of the existing community. A minor benefit would be anticipated.</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
Demographic Character Changes, Displacement	2	The project has the potential to create short-term employment opportunities associated with construction. Construction of the project would likely employ local residents residing near the project site. Implementation of the project would not result in population increase or changes to existing demographics. Once operational, the Center would provide assistance to individuals entering the workforce through partnerships with business, education and training centers, community and public agencies that support the needs of employers and job seekers for a currently underserved area in Sacramento. No displacement will occur as a result of this project because the project site is currently vacant. No impact is anticipated.
<b>Community Facilities and Services</b>		
Educational and Cultural Facilities	1	<p>The project would not result in population growth, as it would serve as a Center for disadvantaged and underserved communities and existing populations. Therefore, the project would not result in either an increase or decrease in student population.</p> <p>The project would result in a new cultural facility providing many benefits to the community. Through community outreach, recruitment and identification of vulnerable populations and job seekers with high needs, the Center will provide individualized and basic services and activities necessary for entry into viable and growing career pathways in the Sacramento region. Other services include social services, mental and public health services, legal assistance, educational, and emergency intervention programs. A minor beneficial impact would occur.</p>
Commercial Facilities	2	The project would include an Opportunity Center in the City of Sacramento and would not alter existing commercial facilities. The project would not result in increases in population such that new commercial facilities would be required, as the center would serve the existing community. No impact is anticipated.
Health Care and Social Services	1	Once operational, the project would provide social services, including job training, education, and physical shelter during emergencies, increasing the available social services to the community. Because the project does not propose any new residential uses, it would not generate a population increase and have no effect on existing health care facilities. The project would result in minor beneficial impacts.
Solid Waste Disposal / Recycling	2	<p>The project would generate solid waste associated with domestic use (e.g., food waste, paper, limited medical-related waste) and construction-related waste from grading, clearing, and erecting buildings. The site is currently cleared and relatively flat. Construction activities would include grading/excavation, foundation pouring, and building construction. These activities could result in some waste generation through creation of excess soils from grading or generation of unused/excess construction materials. Construction and operation of the project would follow all relevant federal, state, and local statutes and regulations associated with collection and disposal of waste generated at the site. Construction waste would be disposed of in accordance with California Building Code (CBC) standards for construction waste diversion rates.</p> <p>Air quality and greenhouse gas emissions modeling was conducted for the project using City-approved CalEEMod. The modeling assumes defaults for water demand, wastewater generation, and solid waste generation based on the proposed land use. Based on this modeling, the anticipated solid waste generation of the project is 22.8 tons/year (refer to Attachment B1 of Appendix B).</p> <p>The project would be served by the Kiefer Landfill, which is operated by the Sacramento County Department of Waste Management and Recycling. The landfill facility occupies 1,084 acres and is surrounded by a 3,000-acre open space buffer. The landfill itself occupies a 250-acre footprint and is permitted to grow to up to 660 acres in size. The maximum permitted throughput of the Kiefer Landfill is 10,815 tons/day. Daily generation of solid waste at the proposed project site would be approximately 0.000006 percent of the permitted daily throughput.</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		Waste generated by the project would be negligible and would not adversely affect the Kiefer Landfill, which has adequate remaining capacity to serve the project. Existing solid waste facilities and services would therefore be able to adequately accommodate waste generated during construction and operation of the project. No impact is anticipated.
Wastewater / Sanitary Sewers	2	<p>Construction activities associated with the project would result in generation of wastewater associated with commercial use. Based on the CalEEMod modeling conducted and using the proposed land use and size, the anticipated wastewater demand of the project is estimated to be approximately 12,772 gallons per day (gpd) (refer to Attachment B1 of Appendix B).</p> <p>The project site is within the Sacramento Area Sewer District (SASD) and the Sacramento Regional County Sanitation District (SRCSD) service areas. Wastewater generated in the project site, including wastewater from the proposed facility restrooms, would be collected in the SASD system through a series of sewer pipes and pump stations. Once collected in the SASD system, sewage flows into the SRCSD interceptor system, where the sewage is conveyed to the Sacramento Regional Wastewater Treatment Plant (SRWTP). The SRWTP has a capacity of 181 million gpd for average dry weather flow and treats approximately 127 million gpd. Therefore, the treatment plant has a remaining available capacity of 54 million gpd. Wastewater generated by the project would therefore contribute 0.0001 percent of the overall daily wastewater flows to the treatment plant and would represent 0.0002 percent of the remaining capacity available at the facility. Further, wastewater generated by the project would represent 0.0001 percent of overall capacity. Because the project would contribute a negligible increase in wastewater to the treatment plant and the existing facility has available capacity to serve the project, no impact is anticipated. The City's Department of Utilities is responsible for providing and maintaining water, sewer collection, storm drainage, and flood control services for residents and businesses within the city limits. Buildout capacity of the entire SASD service area was anticipated in the 2018 Sewer System Management Plan. As such, SASD has anticipated the need for wastewater services in the project site and requires development impact fees to support buildout demand of their service area (including the project site). SASD's pipelines eventually flow to the SRCSD, where wastewater is treated. The SRCSD would be able to provide sufficient wastewater services and conveyance to serve full buildout of the City, including the project site, per the 2035 General Plan.</p>
Water Supply	2	<p>Water use associated with the proposed project would include commercial and landscaping uses. Water-efficient fixtures would be incorporated into site and building design to minimize water demand. Based on the proposed land use and using emissions model software CalEEMod defaults, total water use at the project site is estimated to be 4.4 million gallons per year (11,930 gpd).</p> <p>Water supply from the City of Sacramento would be provided for on-site fire suppression and potable water. The City currently relies on surface water from the Sacramento and American Rivers to meet the majority of the City's water demands, and groundwater pumped from the North American and South American Subbasins. The City of Sacramento is responsible for providing and maintaining water service for the project site. The City of Sacramento would continue to supply water to the site and the project site would maintain connections to water supply lines within the Franklin Blvd right of way. The Urban Water Management Plan analyzes the water supply, water demand, and water shortage contingency planning for the City's service area, which would include the project site. According to the City's Urban Water Management Plan, under all drought conditions, the City possesses sufficient water supply entitlements to meet the demands of the City's customers up to the year 2035. The City of Sacramento water supply would be able to adequately serve the project. No impact would occur.</p>
Public Safety - Police, Fire and Emergency Medical	2	The project site is located within the jurisdiction of the City of Sacramento Police Department, District 4. The City of Sacramento Police Department provides general law enforcement services to the southwestern area which includes the project site. The nearest police station is

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>Joseph E. Rooney police facility located 0.5 miles directly north from the project site at 5303 Franklin Boulard in Sacramento.</p> <p>The project would be served by the Sacramento Fire Department (SFD) for fire and emergency medical services. SFD is responsible for fire suppression, rescue, emergency, as well as medical service delivery and disaster mitigation. The nearest fire department is located at 3720 47th Avenue, 0.63 miles south of the project site. The projects would not result in increased population as it would serve an existing population; therefore, no impact would occur related to police, emergency, and fire services.</p>
Parks, Open Space and Recreation	2	<p>No permanent increase of population is expected as the result of this project. Once operational, daily use of the Center would be adequately served by existing parks and open space, which locally include Rainbow Mini Park, Maple School Park, Airport Park, Fruitridge Park, and Mangan Park. No impact is anticipated.</p>
Transportation and Accessibility	2	<p><b>Traffic Operations</b></p> <p>The project would provide education and workforce development, community public health services, and serve as a location for community gatherings, serving an existing community. Policy 1.2.2 of the City of Sacramento 2035 General Plan Mobility Element allows for flexible Level of Service (LOS) standards, which will permit increased densities and mix of uses to increase transit ridership, biking, and walking, which decreases auto travel (City of Sacramento 2015). In accordance with Policy 1.2.2, the project would maintain operations on all roadways and intersections at LOS A-D at all times, including peak travel times, unless maintaining this LOS would, in the City’s judgement, be infeasible and/or conflict with the achievement of other goals (City of Sacramento 2015). Thus, the project would not cause a significant adverse impact on the local transportation system.</p> <p>Although the City has not required a traffic impact assessment for the project, the Institute of Transportation Engineers (ITE) Trip Generation Manual 11th edition (ITE 2021) provides weekday average daily trip generation rates for a variety of land use categories, which was used to estimate project-generated trips. Trips generated by the project were estimated using the General Office Building (ITE Land Use Code 710) and Small Office Building (ITE Land Use Code 712) ITE land use types. See Appendix H for the trip generation rates and calculations for the proposed project’s land use categories. As shown in Appendix H, the project is estimated to generate approximately 299 daily, 39 a.m. peak-hour, and 42 p.m. peak-hour trips under typical traffic demand conditions. However, it should be noted that the trip generation provided here is considered conservative as it does not take into account existing development in the surrounding area, local demographic profiles, or existing transit service, which all could contribute to lower trip generation rates.</p> <p>The project would include the construction of two vehicular ingress/egress access driveways along the northern and southern frontage of the project site. No additional changes are proposed to the roadway network in the vicinity of the project site. The project would be required to conform to all applicable City and industrywide roadway design standards and, therefore, would not create a hazard to public safety. Additionally, per Section 6-10 of the City Standard Specifications for Public Construction, the contractor for the project would provide a Traffic Control Plan for project construction that would demonstrate appropriate traffic handling during construction activities within or affecting the street right of way; thus, any hazards related to traffic and transportation during construction would be minimized. Thus, the project would not substantially change the off-site transportation system.</p> <p><b>Transit</b></p> <p>The Sacramento Regional Transit District (SacRT) operates light rail, bus, and paratransit services throughout the City of Sacramento. The project site would be served by SacRT Bus Route 61 and Bus Route 67, both of which operate on weekdays, weekends, and holidays. Bus Route 61 operates between Florin Towne Centre and Pocket Transit Center weekdays on approximately 30-minute headways between 5:15 a.m. and 8:15 p.m., Saturdays on</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>approximately 45-minute headways between 7:00 a.m. and 7:45 p.m., and Sundays and holidays on approximately 45-minute headways for the majority of the span of service between 7:00 a.m. and 7:00 p.m. Bus Route 67 operates between Watt-I-80 and Cosumnes River College on Monday through Saturday between approximately 5:00 a.m. and 11:00 p.m. on approximately 15-minute headways and Sundays and holidays between approximately 5:15 a.m. and 8:45 p.m. on approximately 20-minute headways. The bus stop nearest to the project site serves Bus Route 61 and is located approximately 0.41 miles north of the project site at the intersection of Fruitridge Road and Franklin Boulard. The nearest bus stop serving Bus Route 67 is located approximately 0.45 mile southeast of the project site near the intersection of Martin Luther King Jr. Boulard and 41st Avenue. Additionally, SacRT provides paratransit services within the vicinity of the project site; and thus, the project would not require additional transportation services for the elderly or persons with disabilities. Additionally, the project would not modify or interfere with existing or planned transit facilities, and all bus stops within the vicinity of the project site are located along roadways with sidewalks and crosswalks providing safe access for pedestrians. Furthermore, the existing transit system has the capacity to accommodate any additional increases in transit demand generated by the project; and thus, would not require increased service, facilities, or support.</p> <p><b>Parking</b></p> <p>As detailed in Section 1.2.1, "Project Elements," the project would include a total of 84 parking spaces, including four accessible spaces and 17 EV-capable spaces. Additionally, the project would involve the installation of four EVSE spaces, providing capacity to accommodate electric vehicles onsite. The project would also include five bicycle racks and a bicycle locker with 12 short-term and ten long-term bicycle parking spots. The provision and design of parking for the project would comply with all applicable parking standards and guidelines within the City of Sacramento Parking Master Plan and would be subject to review by the City; thus, ensuring the project parking would be provided and designed to meet all City of Sacramento standards and guidelines. Therefore, adequate parking would be provided.</p> <p><b>Roadway Design</b></p> <p>The project would not significantly alter the geometry of surrounding streets; however, to facilitate access to the site, the project would include the construction of two ingress/egress access driveways along 37th Avenue along the northern boundary of the project site and along 38th Avenue along the southern boundary of the project site. All road improvements would be required to meet all applicable City and industrywide roadway design and safety standards; thus, the project would be designed and constructed to provide safe vehicle access.</p> <p><b>Bicycle and Pedestrian Facilities</b></p> <p>The bicycle and pedestrian transportation system in the City of Sacramento is composed of local and regional bike lanes, bike paths, and bike routes. Class II bikeways are dedicated spaces on the roadway for bicyclists to travel in the same direction as adjacent travel lanes (City of Sacramento 2018: 40). Class II bikeways exist intermittently along Franklin Boulard east of the project site, along Fruitridge Road north of the project site, and along 47th Avenue south of the project site. Sidewalks are present along all roadways surrounding the project site. Transportation improvements are planned for Franklin Boulard as part of Phase III of the Franklin Boulard Complete Street Master Plan, and include lane reduction, low-stress bikeways, and widened sidewalks (City of Sacramento 2022: 15). The project would not change the existing surrounding roadway network; and thus, would not conflict with these planned transportation improvements.</p> <p>The project would include landscaping, internal sidewalks, and paths that would promote pedestrian movement and connectivity throughout the site and to the adjacent community. Additionally, the project would provide five bicycle racks and a secure bicycle locker with 12 short-term parking spots and ten long-term parking spots. Thus, the project would improve pedestrian facilities within the vicinity of the project site, and bicycle and pedestrian facilities in the vicinity of the proposed project are adequate to accommodate the proposed project.</p>

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		<p><b>Access</b></p> <p>The project would be required to comply with the 2022 California Building Standards Code and applicable City Codes. Title 24 of the California Building Standards Code ensures compliance with the American with Disabilities Act (ADA). Additionally, the City of Sacramento Department of Transportation, in compliance with the ADA, provides for the installation of accessible facilities within the public right-of-way (City of Sacramento 2007). Therefore, the project would provide adequate access to the disabled and the elderly.</p> <p>Per Section 15.36.010 of the Municipal Code, the City has adopted the 2022 California Fire Code by reference. The California Fire Code includes design standards for emergency vehicle access during construction, as well as standards for roadway design. Additionally, emergency access would be subject to review by the City of Sacramento and the responsible emergency service agencies; thus, ensuring that internal and external project access would be designed to meet all applicable emergency access and design standards. Therefore, adequate emergency access would be provided.</p>
<b>Natural Features</b>		
Unique Natural Features, Water Resources	2	Conformance with local construction requirements and BMPs identified in the SWPPP would ensure that water resources in the area would not be adversely affected during project construction. Adherence to the SWPPP would ensure that project operation would not adversely affect existing water features because any water runoff would be adequately stored onsite before discharge. There are no other unique natural features on the project site. No impact would occur.
Vegetation, Wildlife	3	<p>The project site has been cleared and graded and is routinely mowed. It does not support native vegetation or natural communities. The site does not provide habitat (e.g., riparian forest or scrub, freshwater marsh, alkaline flats, vernal pools, tidal wetlands, streams, estuaries) suitable for any of the federally listed plant species or wildlife species known to occur in the region, and these species are not expected to occur on the project site.</p> <p>Although there are trees adjacent to the site that are large enough to support Swainson’s hawk (<i>Buteo swainsoni</i>), white-tailed kite (<i>Elanus leucurus</i>), or other raptor nests, the highly developed, urbanized surroundings make the area unsuitable for nesting by these species because of the high level of visual and noise disturbance and the lack of sufficient foraging habitat in the project surroundings. Migratory songbirds could nest on or near the site and are discussed in more detail below under “Wildlife.”</p> <p><b>Vegetation</b></p> <p>The 2.2-acre project site consists mainly of bare ground with sparse cover of weeds, such as oats (<i>Avena fatua</i>), field bindweed (<i>Convolvulus arvensis</i>), willow lettuce (<i>Lactuca saligna</i>), and yellow star thistle (<i>Centaurea solstitialis</i>). There are no native vegetation types present.</p> <p><b>Wildlife</b></p> <p>The project site may provide potential nesting and foraging habitat for other bird species protected by the federal Migratory Bird Treaty Act. Urban bird species such sparrows, mourning doves, and mockingbirds may utilize the trees located along the fence line of the project site as nesting habitat. Project activities such as grading or other construction activities during the nesting season (February 15 to September 15) could adversely affect common migratory nesting birds. Implementation of Minimization Measure BIO-1 would require that preconstruction surveys for nesting birds be conducted, and that disturbance of active nests (i.e., those with eggs or young) be avoided. Implementation of Minimization Measure BIO-1 would ensure that impacts to wildlife are minimized.</p>
Other Factors: Climate Change	2	Construction activities would result in minor and temporary emissions of greenhouse gases associated with the use of construction vehicles and off-road equipment. Operation of the

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>project would result in additional vehicle use, and associated emissions, from visitors/employees and indirect building energy consumption.</p> <p>For projects seeking HUD funding, the consideration of their direct contribution to global climate change should be evaluated. While HUD does not provide specific targets or thresholds, HUD does provide questions to consider. Further, an EA prepared for HUD is also required to comply with State requirements. Thus, this analysis applies a GHG analysis, consistent with what is done in California for CEQA compliance.</p> <p>In California, projects that emit GHG emissions are evaluated for their contribution to climate change using various methods and approaches. One such approach, acceptable to local air districts including SMAQMD and under CEQA, includes the evaluation of the proposed project for consistency with plans that are adopted for the purpose of reducing GHG emissions. In California, CARB prepares the State’s Scoping Plan which lays out the pathway that the State and local land use agencies should follow so ensure that individual projects are consistent with Statewide and global GHG emissions reduction targets. This assessment follows this approach.</p> <p>As discussed above, one of the primary objectives of the project is to act as a demonstration project for how buildings could provide uninterrupted energy sources during times of crisis. To achieve this objective, the project will include an onsite microgrid that would include solar panels and backup battery storage. As it relates to climate change, this type of design will become more important as the effects of climate change on the region result in increases in extreme heat days and more severe storms that could result in the need for more community resources such as cooling centers as well as reliable power supply. The project would provide these by having a reliable power source at all times of the year to act as a cooling center as well as to provide energy to local customers. The project has been designed to be as resilient to the effects of climate change as possible.</p> <p>Regarding project-generated emissions, the most recent Scoping Plan (2022) lays out three primary principles that local land use projects should implement to ensure that projects 1) reduce their contribution to climate change, and 2) are designed such that they can accommodate the increase in renewable sources of energy in the future from building energy and from EV vehicle. To that end, the Scoping Plan identifies three primary areas of focus: 1) building decarbonization, 2) transportation electrification, and 3) VMT-reduction. If individual projects incorporate elements that address these three sources of GHG emissions, they would be consistent with State GHG reduction targets and would be doing their fair share in the regional and global effort to reduce effects to climate change.</p> <p>Regarding building decarbonization, the project would not include natural gas infrastructure, would include onsite solar and battery backup power; thus, the project meets this design element. In addition, the project will provide onsite EV-charging stations, and considering that it will serve a local community and does not include residential uses, would be VMT-efficient. Last, the project would provide employment assistance and education services that focus on the nonrenewable energy industry, which will help to increase awareness, education, and the economy in this sector, furthering the objectives to increase renewable energy use and reduce effects to climate change, as outlined in the 2022 Scoping Plan. No impacts to climate change would occur from this proposal.</p>
Other Factors: Environmental Justice	2	<p>No environmental impacts or conditions were identified that could result in disproportionately high and adverse human health or environmental effects on minority and low-income populations. As an opportunity Center, the project would be beneficial to the most vulnerable populations to become the talent and workforce for the Sacramento region and will assist them in overcoming challenges in their real-life situations. No new sources of pollution or hazards would result. The project would comply with Executive Order 12898. No formal compliance steps or minimization measures are required. See additional documentation in Attachment B16 of Appendix B.</p>

### 3.1 ADDITIONAL STUDIES PERFORMED

**Air Quality Conformity Determination:** An air quality General Conformity Determination was conducted by Ascent Environmental. The analysis included emissions modeling for both construction and operation of the project and compared the emissions to the *de minimis* levels, in accordance with Title I, Section 176(c) of the federal CAA (42 United States Code Section 7506(c)). The complete analysis and documentation is included in Attachment B4 of Appendix B.

**Cultural Resources Inventory:** Under contract to Ascent Environmental, Natural Investigations Company prepared a Sacred Lands File search, pedestrian survey of the APE, and a projects effects assessment. Natural Investigations Company, Inc. conducted tribal and SHPO consultation in accordance with Section 106 requirements. Documentation is provided in Attachment B11 of Appendix B.

**Environmental Site Assessment (Phase I and II):** Phase I ESAs were conducted for the 5900 Franklin Boulevard property in April 2019 by Enviro Assessment, PC. In addition, a Phase II ESA was conducted for the 5900 Franklin Boulevard property by Enviro Assessment, PC in June 2019 to further evaluate soil for potential in ground storage tanks on site. For complete details and results from Phase I and the Phase II ESAs refer to Appendix C and D.

**Geotechnical Investigation:** A geotechnical investigation was completed for the 5900-5958 Franklin Boulevard property on August 21, 2020, by Raney Geotechnical, Inc. The purpose of this investigation was to assess percolation rates within proposed bioswale areas, and to provide data pertinent to earthworks construction, foundation design, slab-on-grade support and pavements for the hard improvements. For complete details of this investigation please refer to Appendix G.

### 3.2 FIELD INSPECTION

As discussed above in Section 3.1, "Additional Studies Performed," a field inspection was conducted as part of the cultural inventory, the ESA Phase II, and the geotechnical investigation. Field inspections conducted included:

- ▶ **Enviro Assessment, PC:**
  - Phase I Environmental Site Assessment performed by James D. Robinson, April 23, 2019
  - Phase II Environmental Site Assessment performed by Steven Robinson, June 3, 2019
- ▶ **Natural Investigation Company, Inc.:** Pedestrian survey performed by Dylan Stapleton, M.A., June 13, 2023
- ▶ **Raney Geotechnical, Inc.:** Geotechnical Investigation performed on August 21, 2022, certified by Tony Y. G. Lei. P.E.

### 3.3 LIST OF SOURCES, AGENCIES, AND PERSONS CONSULTED

[40 CFR 1508.9(b)]:

California Department of Conservation  
 City of Sacramento  
 State Historic Preservation Officer  
 Native American Heritage Commission  
 North Central Information Center  
 Buena Vista Rancheria of Me-Wuk  
 Chicken Ranch Rancheria of Me-Wuk Indians  
 Colfax-Todds Valley Consolidated Tribe  
 Lone Band of Miwok Indians  
 Nashville Enterprise Miwok-Maidu-Nishinam Tribe  
 Shingle Springs Band of Miwok Indians  
 Tsi Akim Maidu  
 United Auburn Indian Community of the Auburn Rancheria



U.S. Department of Homeland Security, Federal Emergency Management Agency  
U.S. Environmental Protection Agency  
U.S. Fish and Wildlife Service  
Wilton Rancheria

### 3.4 LIST OF PERMITS OBTAINED

No permits were obtained at the time of this analysis.

### 3.5 PUBLIC OUTREACH

[24 CFR 50.23 & 58.43]

Upon acquisition of the project property, La Familia established a community advisory council made up of community members, community nonprofit partners, elected officials, business groups, higher education representatives, and local health care partners. The council met every quarter to work on the vision for the center, project goals, key stakeholders and the development process. The results of the numerous community participation events result in feedback that ultimately helped to define the need and the objectives of the project. For a complete accounting of the engagement process, refer to Appendix I.

### 3.6 CUMULATIVE IMPACT ANALYSIS

[24 CFR 58.32]

As discussed throughout this Environmental Assessment, all potentially significant impacts would be reduced to less-than-significant levels with included minimization measures. Operation of the project would be limited to serving the local community and would not induce growth or additional development in the area. The project's potential contribution to significant cumulative impacts would not be considerable and this impact would be less than significant.

### 3.7 ALTERNATIVES CONSIDERED

(Identify other reasonable courses of action that were considered and not selected, such as other sites, design modifications, or other uses of the subject site. Describe the benefits and adverse impacts to the human environment of each alternative and the reasons for rejecting it). [24 CFR 58.40(e); 40 CFR 1508.9]

La Familia considered several properties for the proposed project, including existing owned property, an adjacent property, and the project site. Based the objectives of the project and community programs that it would provide, the existing owned property was not large enough to accommodate the required facilities (e.g., parking). The adjacent property at 5542 34<sup>th</sup> Street did not provide adequate access for community members, compared to the project site which is along a major thoroughfare (i.e., Franklin Boulevard). In consideration of the available alternative sites, the proposed project site provided the best combination of site access, space to accommodate the proposed uses, and value.

The project site in zoned primarily commercial and is adjacent to non-residential uses (schools, churches) both to the north and east of the project site. On the west of the project site is residential neighborhoods. The project site is located near existing similar uses within the exact community that it would serve; thus, the uses proposed are consistent with the needs of the community, the surrounding land uses, and meet the objectives of both the City of Sacramento and HUD (as a HUD EnVision Center) to provide services to communities in need.

### 3.8 NO ACTION ALTERNATIVE

[24 CFR 58.40(e)] (Discuss the benefits and adverse impacts to the human environment of not implementing the preferred alternative).

There are no benefits to the human environment by taking no federal action for this proposal. If no funding is provided, the Center would not be constructed, and the area would continue to be in need of services for the predominantly disadvantaged neighborhoods in need of multiple modes of social and economic support. The project site would likely continue to remain undeveloped, and the surrounding community would not benefit from the amenities that would be provided by the proposed project to assist individuals in need of community services. The no action alternative would not include any development and no temporary construction activities would occur. Approval of the no action alternative would not result in any benefits to the community and would not meet the purpose and need of the proposal.

### 3.9 SUMMARY OF FINDINGS AND CONCLUSIONS

The following provides a summary of the minimization 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 the project conditions of approvals and the staff responsible for implementing and monitoring the minimization measures should be clearly identified in the minimization plan.

#### 3.9.1 Minimization Measures and Conditions

[40 CFR 1505.2©]

Law, Authority, or Factor	Minimization Measures
<p>Compliance Factor for <b>National Historic Preservation Act</b> of 1966, particularly sections 106 and 110; 36 CFR Part 800</p>	<p><b>Minimization Measure CULTURAL-1: Inadvertent Discovery of Historical and Archaeological Resources</b></p> <p>In the event of an inadvertent discovery of cultural resources, project activity shall immediately cease within 25 feet of the discovery and the City of Sacramento/HUD should be notified of the discovery. Project work may continue at other locations while the discovery is examined. The potential significance of the discovery should be determined by a professionally qualified archaeologist (i.e., an archaeologist that meets the Secretary of Interior’s Qualifications Standards at 36 CFR Part 61). If it is determined that the discovery is not significant no further investigations are necessary and project activity may resume. If the discovery is determined to be significant additional investigations (e.g., data recovery excavations) may be necessary before resuming project activities at the site of the discovery. Any additional archaeological investigations would be designed and conducted in consultation with the City of Sacramento/HUD and Native American tribes and other agencies, as appropriate. Implementation of this measure would eliminate the potential for any adverse effects to inadvertently discovered cultural resources as a result of project related activities.</p> <p><b>Minimization Measure CULTURAL-2: Inadvertent Discovery of Human Remains</b></p> <p>In the event of an inadvertent discovery of human remains the provisions of the California Health and Safety Code Section 7050.5 and PRC Section 5097.98 shall be implemented, and the City of Sacramento/HUD should be notified of the discovery. In addition, all project activity shall immediately cease within 25 feet of the discovery until the discovery can be evaluated by the County Coroner. Project work may continue at other locations while the discovery is examined. If the remains are determined to be Native American, the County Coroner must contact the NAHC who will identify a Most Likely Descendant (MLD) for the remains. The MLD will make recommendations for the recovery, treatment, and disposition of any Native American remains. Final disposition of any inadvertently discovered human remains will be decided in consultation with the City of Sacramento/HUD, the MLD, and other agencies, as appropriate.</p>

Law, Authority, or Factor	Minimization Measures
<p>Compliance Factor for <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>	<p><b>Minimization Measure NOISE-1</b></p> <p>To ensure that no nearby existing resident or other sensitive land use is disturbed by construction noise during sensitive nighttime hours, the proposed construction activities at the project site shall comply with the following daytime schedule. These specifications shall be included on the construction contractor bid specifications and enforced through conditions of approval, issued by the City of Sacramento, prior to issuance of grading permits.</p> <ul style="list-style-type: none"> <li>▶ All construction activity shall begin no earlier than 7:00 a.m. and end no later than 6:00 p.m. on Monday, Tuesday, Wednesday, Thursday, Friday, and Saturday.</li> <li>▶ Should construction be required on Sundays, construction activities shall begin no earlier than 9:00 a.m. and end no later than 6:00 p.m.</li> </ul>
<p>Compliance Factor for <b>Migratory Bird Treaty Act</b> (16 U.S.C. 703-712)                      (Vegetation, Wildlife Assessment Factor)</p>	<p><b>Minimization Measure BIO-1: Reduce Loss of Nesting Birds</b></p> <ul style="list-style-type: none"> <li>▶ To minimize the potential for loss of nesting birds, project activities (e.g., vegetation clearing, ground disturbance, staging) shall be conducted during the nonbreeding season (approximately September 1-January 31, as determined by a qualified biologist), if feasible. If project activities are conducted during the nonbreeding season, no further minimization measures would be required.</li> <li>▶ Within 14 days before the onset of project activities during the breeding season (approximately February 1 through August 31, as determined by a qualified biologist), a qualified biologist familiar with birds of California and with experience conducting nesting bird surveys shall conduct focused surveys for nesting birds. Surveys shall be conducted in accessible areas within 50 feet of the project site for migratory bird nests.</li> <li>▶ If no active nests are found, the qualified biologist shall submit a report documenting the survey methods and results to the City of Sacramento, and no further minimization measures would be required.</li> <li>▶ If active nests are found, impacts on nesting birds shall be avoided by establishing appropriate buffers around active nest sites identified during focused surveys to prevent disturbance to the nest. Project activity shall not commence within the buffer areas until a qualified biologist has determined that the young have fledged, the nest is no longer active, or reducing the buffer would not likely result in nest abandonment. Buffer size for nesting bird species shall be determined by a qualified biologist. Factors to be considered for determining buffer size shall include presence of natural buffers provided by vegetation or topography, nest height above ground, baseline levels of noise and human activity, species sensitivity, and proposed project activities. Generally, buffer size for these species shall be at least 20 feet. The size of the buffer may be adjusted if a qualified biologist determines that such an adjustment shall not be likely to adversely affect the nest. Periodic monitoring of the nest by a qualified biologist during project activities shall be required if the activity has potential to adversely affect the nest, the buffer has been reduced, or if birds within active nests are showing behavioral signs of agitation (e.g., standing up from a brooding position, flying off the nest) during project activities, as determined by the qualified biologist.</li> </ul>

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